Supplied.

ILOUIO, PHILIPPINE ISLANDS.

THE UNITED ASSESTOS - ORIENTAL AGENCY

Sole Agents for the JNITED ASBESTOS CO., LIMITED, LONDON. DODWELL & Co., LIMITED. General Managers.

NEW SERIES No. 1782. 日二初月二年七十二緒光

THURSDAY, MARCH 21, 1901.

四拜禮

统一计月三英港香。

THIRTY DOLLARS PER ANNUM.

Banks.

THE JOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880. CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED......

Head Office: -YOKOHAMA. Branches and Agencies.

KOBE. TOKIO. NAGASAKI. LONDON. NEW YORK. LYONS. SAN FRANCISCO. HONOLULU. SHANGHAL BOMBAY. TIENTSIN. NEWCHWANG.

LONDON BANKERS: 🙄 THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, Ld. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI, Manager, in James 21st November, 1900. TONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000 RESERVE FUND.-Sterling Reserve\$10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000

.COURT OF DIRECTORS: R. Shewan, Esq., Chairman. The Hon. J. J. KESWICK, Deputy Chairman. The Hon. R. M. Gray. J.P. Sachse, Esq. A. Haupt, Esq. N. A. Siebs, Esq. D. M. Moses, Esq.

A. J. Raymond, Esq. | H. W. Slade, Esq. R. L. Richardson, Esq. | Paul Witkowski, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. Manager':

Shanghai-H. M. Bevis, Esq. LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent.

per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 23 per Cent. per Annum. For 6 months, 31 per Centi per Annum. For. 12 months, 4 per Cent. per Annum. T. JACKSON,

Chief Manager. Hongkong, 16th February, 1901, HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONGAND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION. T. JACKSON.

Chief Manager. Hongkong, 4th October, 1900.

IMPERIAL BARK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels, SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office: -SHANGHAL.

Branches and Agencies. CANTON. PEKING. PENANG. CHEFOO. SINGAPORE. CHINKIANG. TIENTSIN. CHUNKING. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months. Manäger.

Hongkong, 1st January, 1901. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. "

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

Hongkong, 16th October, 1900. THE NATIONAL BANK OF CHINA LIMITED.

Authorised Capital......ft,000,000 HEAD OFFICE:-HONGKONG. Board of Directors :-

Chan Kit Shan, Esq. | C. Ewens, Esq. . Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 20th December, 1899.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

\$5.00 Th Cask of 375 lbs. Net ex Factory. 83.00 % Bag of 250 bs. SHEWAN, TOMES & CO. General Managers.

[Cember, 1990] Applied to 12th October, 1898.

Mails.

ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS

STRAITS, COL- Maxagon ...R. T. L. Cook, R.N.R. About 26th March. Freight only. S'HAI & JAPAN... Canton C. F. Lockstone, R. N. R. About 27th March.. Freight or Passage. SHANGHAI Sobraon L. M. Wibmer, R.N.R. About 30th March. Freight or Passage. LONDONBombayG. M. Montford, R. N. R. About 6th April ... Freight or Passage. PASSENGER SEASON, 1901.

S.S. "PLASSY"7,405 tons..... March 30th) MARSEILLES and LONDON WITHOUT TRANSHIPMENT.

* (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 21st March, 1901.

H. A. RITCHIE, Superintendent.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG: PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

> PROPOSED SAILINGS FROM HONGKONG. . (SUBJECT. TO ALTERATION.)

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY, 3rd April.
KONIG ALBERT*	
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 20th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
SACHSEN	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	
KONIG ALBERT	
PRINZESS IRENE	
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
PREUSSEN	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
SACHSEN KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
* Calling at A	· · · · · · · · · · · · · · · · · · ·
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N WEDNESDAY, the 3rd day of April, 1901, at NOON, the Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 2nd April, Cargo and POMMARD Specie will be received on Board until 5 P.M., on TUESDAY, the 2nd April, and Parcels CHAMBERTIN will be received at the Agency's Office until NOON, on TUESDAY, the 2nd April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 CALIFORNIA. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD. For further Particulars, apply to

Hongkong, 20th March, 1901.

MELCHERS & CO., [22]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

"QUEEN'S CHOICE" PRONOUNCED BY CONNOISSEURS

ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET. It possesses a delicate aroma, and is of great age and guaranteed purity.

\$12 Per Dozen. VICTORIA DISPENSARY

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

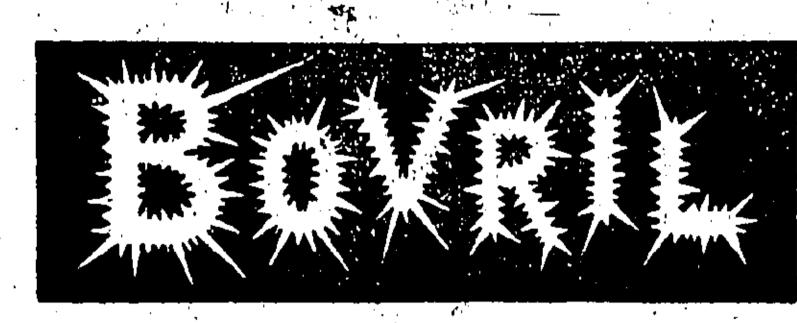
of the BOWELS.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street,

Untimations.

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY

> Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongking, China and



AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOLLER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Yerms, &c., apply to the

Hongkong, 2nd July, 1900.

BURGUNDIES. (Sole Agents for Guichard, Potheret & Co., &c.)

뷰 Bottləs. CLOS DE VOUGEOT... SPARKLING RED

12, QUEEN'S ROAD.

Hongkong, 27th February, 1901.



No. 75.

Apply in writing to

SPARKLING MINERAL WATER.

TREBLE DISTILLED, THUS ENSURING ABSOLUTE PURITY.

Entirely free from all forms of organic contamination and from Microbes. SOLE AGENTS:

CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

NOTICE.

Hongkong, 16th March, 1901.

PRADORE. The Highest References required. SURVEYOR. Applications and Copies of No one need apply unless he is prepared to Testimonials to be sent to the undersigned. give Substantial Security in the Sum of \$100,000. from whom terms may be learnt. Appointment

Messrs. JOHNSON, STOKES and MASTER. 12. Queen's Road, Central. Hongkong, 15th. February, 1901.

PIANO CO., LIMITED. BEST VALUE IN

TUNING. REPAIRS. Our Speciality.

INSTRUMENTS. STRINGS.

US

Grand stock, reduced to clear, Hongkong, 13th March, 1901.

THE BRITISH NORTH BORNEO CO. REQUIRED by a First Class MERCAN- A PPLICATIONS are invited for the TILE HOUSE in Hongkong, an A POSITION of SUPERINTENDENT Experienced Man of Business to act as COM- of PUBLIC WORKS and GOVERNMENT.

> to be taken up as soon as possible. GIBB. LIVINGSTON & CO., Agents. Hongkong, 26th January, 1901.

NOTICE PENDERS are hereby called for the ERECTION of BRICK SHOPS at ESSELTON for the NORTH BORNEO GOVERN MENT, Particulars of which may be seen at

the Office of Messrs. GIBB, LIVINGSTON & CO.; · Agents (Hongkong, 13th February, 1901.

PIANOFORTE LESSONS. MISS MAMARQUESEDA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN. 30 Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Hongkong, 17th January, 1901.

[26] Hongkong, 19th March, 1901.

MADAME ZARIA.

FORTUNE TELLER.

ATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 7 P.M. at the Annexe to THOMAS GRILL ROOMS, Room No. 15, Second floor.

Intimations.

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GEN-I ERAL MEETING of SHAREHOL. DERS in the Company will be held at the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on SATURDAY, the 23rd March, 1901, at NOON, for the purpose of receiving a State-ment of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 23rd instant, both Days inclusive.

SHEWAN, TOMES & Co. General Managers. Hongkong, 12th March, 1901.

THE GREAT EASTERN AND CALES DONIAN GOLD MINING CO., LIMITED.

CHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the COMPANY'S OFFICE, No. 14, Des Vœux Road Central, on SATURDAY, the 23rd March, 1901, at NOON. By Order of the Board of Directors, .

LÜTGENS, EINSTMANN & CO., General Agents.

Hongkong, 16th March, 1901. CHINA SUGAR REFINING COMPANY LIMITED.

HOTICE.

THE TWENTY-THIRD ORDINARY 1 ANNUAL MEETING of the SHARE. HOLDERS of the Company will be held at the Offices of the General Agents, on WEDNESDAY, the 27th March, 1901, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive. . JARDINE, MATHESON & Co.,

General Agents. Hongkong, 8th March, 1901. HONGKONG HOTEL COMPANY,

LIMITED. NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 26th March, 1901, at Noon, for the propose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the, 26th instant, both Days inclusive. By Order of the Board,

C. MOONEY,

Secretary. Hongkong, 16th March, 1901. LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHARE. HOLDERS of the Company will be held at the Offices of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co., General Agents. Hongkong, 8th March, 1901.

UNIVERSAL TRADING COMPANY, LIMITED. TOTICE is hereby given that the General Manager has made a CALL of \$15 on

the Holders of Shares in Universal Trading Co., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED Office, No. 4, Des Vœux Road Central. Dated Hongkong, 31st January, 1901. ELLIS KELLY,

Potices of Firms.

NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY. OCCIDENTAL AND ORIENTAL STAMSHIP COMPANY.

TOYO KISEN KABUSHIKI KAISHA.

TYURING MY ABSENCE from the Colony MR. GEORGE ECKLEY will take Charge of the Business of the above Companies as ACTING AGENT,

J. S. VAN BUREN,

General Manager

Hongkong, 19th March, 1901. NOTICE

THE HAMBURG AMERIKA LINIE, HAMBURG will establish their own OFFICE At HONGKONG, Queen's Building [2000] on the 1st of APRIL. The Undersigned have been appointed LOCAL MANAGERS.

HANDURG AMERIKA LINIE, Hongkong Office, K. OLDORP,

W. von JANSON, 🕽 Hongkong, 15th March, 1901;

Unsurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above L Company, are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co.

Hongkong, 28th May 1895

Co.day's Advertisements.

CITY HALL,

MR. HENRY DALLAS'

OPERA SEASON.

TO-NIGHT! TO-MORROW (FRIDAY),

SATURDAY,

PRODUCTION OF

THE GREAT MUSICAL COMEDY,

"The French Maid,"

WHICH RAN FOR 300 NIGHTS

TERRY'S THEATRE, LONDON.

MONDAY NEXT FIRST TIME IN CHINA OF

"THE GAY PARISIENNE.

FULL CHORUS. AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO. Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the

BERTRAM HERMANN, Business Manager,

Hongkong, 21st March, 1901.

NOT RESPONSIBLE FOR DEBTS. INJITH This Day MR. E. JOCKERS CEASED to be a CKERK at our Office, and we don't hold ourselves_RESPONSIBLE for any DEBT incurred by him. NORDDEUTSCHER LLOYD,

Superintendent's Office, , Queen's Building. Hongkong, 21st March, 1901.

NOT RESPONSIBLE FOR DEBTS. N will not be RESPONSIBLE for any DEBTS incurred by his Wife ANNIE MA-TILDA COYLE from this date and that she has no authority to pledge his Credit.

Hongkong, 21st March, 1901. DOUGLAS STEAMSHIP_COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

Captain Robson, will be despatched for the above Port, on SATURDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers,

Hongkong, 21st March, 1001. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND

CALCUTTA. THE Company's Steamship " SUISANG,'

Captain Tadd, will be despatched as above on TUESDAY, the 26th instant, at 4 P.M. For Freight or Passage, apply to JÄRDINE, MATHESON & Co., General Managers. Hongkong, 21st March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "SUISANG," having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after NOON, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 21st March, 1901.

NOTICE TO CONSIGNEES.. "GLEN" LINE OF STEAMERS. FROM MIDDLESBRO, LONDON AND

STRAITS. THE Steamship

"GLENGYLE," having arrived from the above Ports, Consignees of Cargo byther, are hereby informed that their Goods are being landed at their risk into the and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant, will be subject to rent.

No Fire Insurance has been effected. obtained from the Godown Co. within ten days of steamers arrival, after which no claims will be recognised.
MCGREGOR BROS & GOW.

Intimations. EYE-SIGHT.

Mr. N. LAZARUS. Occulist Optician, of London and Calcutta may be consulted for SPECTACLES . at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the Hongkong Hotel).

Business hours: - 9 A.M. to 5 P.M.

GREAT proportion of catamets and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Weye Strain ending in serious forms of disease. Classes specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure, Mr. LAZARUS supplies his SPECTACLES

only after testing the sight. ADVICE FREE.

LIMITED

WINE AND SPIRIT MERCHANTS * Established A.D. 1841.

SCOTCH WHISKY.

A .- THORNE'S BLEND, White Capsule B.—WATSON'S GLENORGHY, Mellow Blend, Blue Capsule, with Name and Trade Mark 10.80 C .- WATSON'S ABELOUR-GLEN-LIVET, Red Capsule, with Name and Trade Mark 12.00

D.—WATSON'S H.K.D., BLEND FOR THE FINEST SCOTCH. MALT WHISKIES, Violet Capsule 14.40 E .- WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY, Gold Capsule 15.00 THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda

Whiskies, of greater age than most brands in the market. ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not

now be replaced in stock at the price.

D. is well known for its fine flavour.

E. is of superb quality NOTICE is hereby given that J. J. COYLE and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.

> A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY.

> > DEATH.

On the 15th inst., at 84, Rifle Range Road, Shanghai, MABELLE, beloved wife of James H

Mongkong Welegraph

HONGKONG, THURSDAY, MARCH 21, 1901.

NOTES AND COMMENTS.

A Suggestion.

We would like to call the attention of the Directors of the Star Ferry Company to the disgusting scenes to be witnessed on their ferry boats almost any evening. By the last two or three launches which leave Redder's Wharf each night a number of British, German and American bluejackets, merchant seamen and soldiers travel to Kowloon. It very frequently happens that several of these men are in a most disgusting state of intoxication, it being no uncommon sight to see one or two carried on board by their comraders, being so hopelessly drunk as to be incapable of boarding the launch unaided. These drunkell men lurch about on the upper deck amongst the first class passengers, often wander aimlessly up and down, cannoning | into ladies and treading on passengers' toes, while as often as not some man is taken violently ill and vomits over the deck or seat, being too fuddled even to make [3510] an attempt to reach the side. The language used by these men is blaspliemous, filthy and obscene and calculated to shock even themselves were they sufficiently sober to know what they were saying and doing.

By these late launches many people, including ladies, who have been dining out or have been to the theatre travel, and all complain bitterly of the disgusting scenes which they are obliged to witness, the filthy language they cannot avoid hearing, and the dis-Godowns of the Hongkong and Kowloon Wharf | comfort occasioned by having to rub shoulders with intoxicated men. These people. pay for first class accommodation, yet the Ferry Company takes no steps whatever to protect them from insult and annoyance; the drunken men are allowed to stroll about the ferry-boat at will and behave as they All ship damaged packages must be left in please. We do not think that we err in new novel a year! Well, this may not be the Godowns, and a certificate of the damage saying that many ladies are prevented from travelling by these late boats owing to this

monopoly of the traffic to and from Kowloon, but that is no reason why the Directors should. not endeavour to run their boats with some regard to decency and the comfort, of passengers. We would suggest that if it is necessary for these drunken men to travelby the ferry they should be made to travel second class, when there would be a deck interposed between them and the ladies. We have no wish to be hard upon Jack or

TOMMY. We have a great respect for him; to whatever nation or service he may belong, but when, as Kipling puts it, "he acts like a fool and behaves like a beast" sometimes, and then he forfeits his own self-respect and the respect of other people and should not be allowed to mix with and disgust decent folk. And do not let anyone run away with the idea that our homily is preached on the

subject of Tommy and JACK alone. We are sorry to say that we have seen civilians behaving in much the same way on the ferry boats, and only last Saturday we saw a .Volunteer, in uniform with his rifle and side arm, so hopelessly drunk on the ferry that he had to be helped off the boat by a couple. of the Siege Train men. All drunken

REUTER'S TELEGRAMS.

people should be made to travel second class

THE ADMIRALTY AND THE COALING STATIONS. LONDON, March 10th.

Mr. Forster in the House of Commons said that the Admiralty was not disposed to accede to Mr. Brodrick's proposal to transfer the smaller coaling stations to the Navy, but they were considering the matter.

THE AUSTRALIAN NAVAL CONTINGENT.

Mr. Forster paid a tribute to the Australian Naval Contingent in China and hoped that Canada would on no distant day imitate the Australian precedent.

WEATHER REPORT

The Observatory report says:-

On the 21st-at 11.55 a.m. the barometer has risen moderately over the N.E. coast of China, fallen slightly in S. China. Pressure is high over, N. China, low in the N.E. part of the Sea of Japan. Gradients slight to moderate with fresh monsoon on the coast, and in the N. part of the China Sea. Forecast:-Fresh N.E.

LOCAL AND GENERAL.

THE English mail of the 16th February was delivered in London on the 16th inst.

PLAGUE restrictions have been removed against arrivals at Burma Ports from Hongkong.

FROM the 31st of January last to the 6th of February there were five cases of cholera in Singapore and six deaths. A TELEGRAM from Singapore dated 17th of

March, says " No cases of plague Singapore for ten days. Clean Bills of health issued." THE mortality returns from Macao for the week ended toth of March show that there

were 34 deaths during that time, against 37 the previous week. A RETURN of the number of plague cases and deaths in the district of Tainan for the ten days ended February 21st last shows that there were

24 cases and 18 deaths. IT is reported that since the accession of King Edward, recruiting for the Army has been remarkably brisk. Over two hundred and forty men joined at Trafalgar Square in three days.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals :--

V. H. Deacon\$25

A NEW battalion of United States Marines is being formed at the Marine Barracks in to tell their fortunes and then Micawberize Brooklyn for service in China. The term of enlistment of the Marines now in the Far East will shortly expire, and the Brooklyn battalion replaces them.

THE numbers of those on famine works and in receipt of gratuitous relief in the Bombay Presidency have increased by eight thousand, and the latest reports show that there will be a prolongation of famine over a wide area in Western India through another season.

THE following letter was submitted at the Sanitary Board meeting this afternoon from the Colonial Secretary's Office, dated 7th inst.: -I have the honour to inform you that Mr. J McKie has resigned his seat on the Sanitary Board and that arrangements will be made for the election of a successor.

THE following letter appears in the Outlook o the 9th ulto :-TO THE EDITOR OF The Outlook

Will you allow me to state that my story "The Strange Wooing of Mary Bowler," which I have just seen that Messrs. Pearson are announcing as an "important new six shilling novel," was issued by them in 1894 at sixpence as No. 4 of "Pearson's-Library." As the work is not my property I have no control over it.

I have been frequently the victim of this kind-of thing. During the last year or two work of mine which appeared in print twelve years ago has been brought out as new. The impression has consequently grown up that I flood the market with books turned out by machinery. As a matter of fact, since I finished "The Reetle" in the spring of 1896, I have not written on an average one novel a year. An author can have no reasonable objection to the production of fresh editions of his books; but he has every right to protest against his old work being issued by owners of copyright as if it were new. It is unfair to the public, to

reviewers, and to the writer himself. RICHARD MARSH. Three Bridges, Sussex : February 2. ... Here we have, it seems, an average estimate Kindly take great precautions not of a novel-writer as to his output. Hardly one to expose yourself in the dirty parts of the city flooding the market, but, accounts for the complaints of librarians that their shelves are state of affairs and we are confident that the like his old works brought out again at new! genlaman of your position privately.

Kowloon residents will bear, us out in the like his old works brought out again at new! genlaman of your position privately.

We know that the Ferry Company has a Litter mortality statistics for the Colony for the week ended and March show that the death rate per 1000 for the Chinese land population was 21.6 against 22.0 the previous week; boat population 22.6 against 30.8 the provious week; land and boat, 21.7, against 23.2 the previous week: the whole Colony, British Foreign and Chinese Community, excluding Armyand Navy 21.7 against 23.6 the week previous.

ATELEGRAM dated 11th March from the British Consul General at Shaughai to the Hongkong Government reads :--- Custom's officer proposes to declare that Hongkong infected port." According to Commissioner Saigon and Singapore took 'measures for inspection, . Is there any plague? "The Colonial Secretary minuted" Reply "Yes" to last question. The declaration only involves " medical inspection " which in most Eastern ports is made at all times."

THE last performance of "the Belle of New York," took place last night before a good audience. Each item was loudly applauded, and the ladies received many handsome bouquets of flowers. Mrs. Dallas, on the occasiion of her birthday, was the recipient of a small Chinese silver bowl, from the members of the Company. A short speech was made by Mr. Ferrel, who presented the little gift, to which Mrs. Dallas suitably replied. She also received numerous floral tributes from the many friends which she has made during her periodical visits to this Colony. To-night "The French Maid " is to be staged. Those who had the pleasure of seeing this charming play, during Mr. Dallas' last season, will be anxious to renew its acquaintance we have no doubt, and to those who have not seen it we would say, go to see it to-night.

THE R. A. SPORTS

The annual sports of the Royal Artillery were held yesterday afternoon and to-day. There was a large attendance on the ground of the Hongkong, Football Club, which was nicely decorated with flags. The band of the R.W.F. was in attendance by kind permission of Lieut.-Col. the Hon. R. H. Bertie, and some

pleasing selections were rendered. There were races of many descriptions, tugsof war etc, and a very good day's sport was witnessed.

Owing to the late hour of the finish of the Sports, a full account will appear in our next

BURGLARY IN QUEEN'S ROAD CENTRAL,

About six weeks ago, it will be remembered, a burglary was supposed to have been committed at Messrs. E. Deoz and Company's premises, 10, Oucen's Road Central. A large quantity of jewellery was missing and a small hole was found in the shop window.

Therefore it is surprising to hear that the same premises were ransacked again last night and that 200 watches are missing. It is supposed that the robbers got in through the back, as a bar above the back door has been broken

As soon as the report of the burglary was made to the police, Sergeant Murison started out before six o'clock this morning, with Chinese detectives and set a watch upon the pawnshops in the Colony. As soon as the hour for opening arrived three Chinese were seen entering one of these shops and they were at once "nailed." Some watches belonging to the shop were found, in their possession, and the police got the information from these men as to where the other stolen property was. Detectives visited the indicated place and recovered the whole of the missing articles. This was a smart plece of work, and th police are following up the case.

MADAME ZARIA

We would remind our readers that th famous fortune-teller Madame Zaria is still in Hongkong and may be consulted at No. Duddell Street, Room 15. Many residents have already had their horoscopes cast by Madame Zaria and their futures are according to her, to be good, bad or indifferent, for she does not hesitate to foretell trouble and disaster when she sees it. Whether or no her predictions are to be relied upon is, of course, a most point. Some folks are comforted if a bright future is foretold for them and 'others seem to take a morbid delight in look ing forward to trouble. To those who doubt Madame Zaria's power there is a ready means of lesting it. All they have to do is to get her until she is proved right or wrong.

THE NEW WESTERN MARKET

The reply from the Government relative to

the New Western Market was submitted at the Sanitary Board meeting this afternoon, dated 6th of March, as follows:-With reference to your letter of the 7th February No. 27 I am directed to acquaint you for the information of the Board that it is the intention of the Govemment on the completion of the New Market on the site opposite the present Harbour Office, and on completion of the New Harbour Office, which buildings will be proceeded with sinullaneously, to convert the existing Harbour Office into a market, which, with the new maket combined, will afford about 210 stalls asagainst 149 in the existing Western Market. No change in the existing Western Market can be made until the above works are completed and if it is then found that still more market accommodation is required in this part of the City, the question as to what portion of dah and began shouting out "thieves" "robthe old Market site should be reserved will be | bers," "save life." A Sanitary Inspector referred to the Sanitary Board for its consider- named Hogarth heard her and he went The large area to be reclaimed in front of the Central Market, containing, 22,400 square feet, is at present considered as reserved for a new fish market.

The following letter was received the other day by an officer of one of the Indian regiments now in/Hongkong:-- /

Sir. I humbly beg to inform you that the P.M.O. inspected the lines and the hospital and bassed satisfactory remarks, but unattended by you as the inspection was, the whole seine gave one the impression of the absence of moon in the innumerable stars in the sky however as everything was satisfactory greatly crediting your able supervision, shope this news will give you great satisfaction.

1) hope my humble and kind cristmas card must have been received by you? humbly begato inform you to take great care for your health as well as for Mr.

as owing to atmospheric change, creating the great disease of Plague, it is rather harmful to drive about very freely.

BATH HOUSES FOR CHINESE COOLIES.

At the meeting of the Sanitary Board this afternoon a minute from H. E. The Governor (Sir Henry A. Blake, G.C.M.G.) was submitted as follows:-Hon. Col. Secretary, I, think it may have an important bearing upon the health of the Colony if two or three, bathhouses can be supplied for the use of the working coolies. Ask the Sanitary Board to advise as to this matter and the location of bath houses.

The following were the minutes attached :--Lieut. Col. Hughes:-Most necessary.

Dr. Hartigan: - It is eminently satisfactory to find H. E. advocating a measure urged by the Sanitary Board on previous Governors unavailingly. His Excellency's recommendation should be taken in hand forthwith. Mr. Ping Wa Chun :- It is very inportant

that public bathhouses for coolies be estab Mr. E. Osborne :- I think the Board recommended public baths some time ago. They are badly needed, especially for coal coolies

Hon. F. H. May, C.M.G.: In Shanghai, Peking Tientsin, and other Chinese cities public baths are opened by private enterprise like at bome. If a Chinese were granted the sole privilege for a certain number of years, of opening bath houses, they might be opened in that way. I was approached on the subject some months ago.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS. Before His Honour Sir John Carrington,

Ki., C.M.G., (Chief Justice.) March 21st.

THE WANCHAI MURDER. A woman naned Wong Po stood on an indictment charging her with the murder of Kwong Cheung at 143 Queen's Road East on the 5th of February last. The prisoner pleaded not guilty.

The following jurors were empanelled:-Messrs. P. A. Cox, John Galbraith, Wan Kai Mi, G. Hunter, F. A. C. Hahn, G. Patton, G. Meyer. Mr. Cox asked to be excused on the grounds that he had already served three times this week, but His Lordship said he was afraid he would have to take his seat.

Mr. E. Sharp (instructed by Mr. Bowley, Crown Solicitor) appeared for the defence. The Attorney General said that the prisoner was charged with having on the 5th of February last feloniously and wilfully murdered .Kwong Cheung. He used to be in Government service for many years and used to sit not far from where he was speaking. He retired. some time ago and received a gratuity of, he thought, \$100. He was a married man and the principal witness was his wife, who, he might say, was the man's second wife. This affair had upset the wife and he dare say she might not prove to be so good a witness as she otherwise would. The deceased man lived on the first floor of No. 143 Queen's Road East and his wife and little son, aged 12, lived with him; the man or his wife rented the whole of the first floor, and that floor consisted of a verandah in front, and a space between the cubicle and the verandah, which he would call the first cubicle, as part of it was curtained off. There were four cubicles with this one and some stairs came up opposite to the cubicle. Anyone going into the house top must have gone in by these stairs. The bottom storey was a kind of shop, which was boarded up. There was no entrance from this to the stairs. The deceased man let out rooms to working men. The prisoner at one time used to be kept by a foreigner at Macao who, when he died, left her \$500. The prisoner was next found last April, when she went to live with the deceased man and his wife. She occupied what he called the second cubicle. From the time the prisoner went there, there were various dissensions between the man and his wife, and between the prisoner and the wife. There were three points to come in evidence which he wished to bring before the notice of the jury. In the 5th moon they had to clean their premises. Some plague boxes were brought, to, of all places, the Court, whilst the cleaning was going on. Ir the 7th moon there was a quarrel about a hangle and watch and banknotes. The widow heard the deceased ask for these from the hus-

band. Shortly before the death at about two in the morning the wife said she heard a quarrel between the man and woman in the next cubicle to hers and that the prisoner said she didn't want him and he was to give her \$100 and they would separate. On the morning of the 5th February, the flay of the alleged murder, the deceased man had come home about two in the morning and he seemed to have made a not very good use of the money given by the Government. He seemed to have a habit of going out after meals and coming home early in the morning .. He thought he was fond of gambling. They had their rice and the man sent out for some shamshu. He drank half the bottle. The woman was an industrious one and used to sit out under the verandah, sewing clothes. Therewas a dispute between the man and his wife, the latter saying! that the man had stolen a jacket which had been given to her to mind. The woman went upstairs at about nine in the morning kind was seen afterwards by witnesses quietly at work under the verandah. When she went downstairs she left only her husband and the prisoner. She was in her cubicle and he went there and he thought they would find that he went into her bed. Nothing occurred to grouse suspicion except the next door neighbour hearing some quarelling at about nine, until a little before eleven, when the prisoner came on to the veranupstairs. The woman opened the door and told him that six robbers had killed a man,

attracted by the noise." proceeded with.

AT THE MAGISTRACY.

coolie was fined \$100 or two months hard A new and important element in the China labour for carring letters that had not been problem, had presented helf in the recent

THE EXPANSION OF TRADE WITH CHINA.

LECTURE BY HON. T. H. WHITEHEAD

The Hon. T. H. Whitehead, member of the

Legislative Council of Hongkong, yesterday afternoon (Feb. 8th) delivered an address, on the subject of "The Expansion of Trade with China," before members of the Liverpool Chamher of Commerce, in the Banqueting-hall at the Exchange Station-hotel. Mr. A. L. Jones, Pre-sident of the Chamber, occupied the chair, and among those present were the Lord Mayor of Liverpool, Sir J. T. Brunner, Bart, M.P., Messis. A. F. Warr, M.P., Charles M'Arthur, M.P., George H. Cox, P. E. J. Hemelryk, M. Rocher (French Consul), Messrs. E. E. Edwards, Austin Taylor, E. Darlington, John Marquis, Alfred Gardner, Kerr Waddell, J. A. Doughan, A. Armour, H. C. Dowdall, Isaac A. Mack, Thomas Bell, H. Sutton Timmis, T. Salisbury (Postmaster), the Greek Consul, the Swiss Consul, Vice-Consul of Norway and Sweden, Vice-Consul for Uruguay, Messrs, G. H. Ball, A. Ritchie, Peter M'Gussie, Thomas Hart and R. E. Hart (Blackburn), W. C. Melville, Wm. Heap T. E. Taylor, R. J. Glassgow, W. H. Wilkinson, Belgian Consul, Messrs. Wm.-Eyre, T. Caton, jun., Godfrey Edwards, Captain Foster, Mr. John Smith, Dr. Hayward, Messrs. John Lempster, James Gillison, Joseph Howard, Wm. Rowes, James Harvey, A. M. Milne, J. M. Milne, R. H. Meister, Dr. Nevins, Messrs, J. R. Paton, W. H. Nott, G. B. Procter, Capt. J. Bell, Messrs. W. H. Bell (Shanghai), W. Tyson, Captain C. Graham, Captain Walsh, Messrs. W. H. Coates, M. V. D'Arcy, Thomas Jones, P. Heinemann, and Thomas H. Barker (secre-

The Chairman thought they must all be deeply indebted to the Hon. Mr. Whitehead for coming to give an address upon a subject in which, Englishmen were greatly interested. At the present time the Government had their hands occupied with the Transvaul question, but that very shortly would, they hoped, be, settled, and there was no doubt that unless they paid more attention to that great Far East, China, they would have very great cause for regret. (Hear, hear.) He was, therefore, extremely obliged to Mr. Whitehead for coming to tell them or advise them as to what possible chance there might be for what he called the expansion of trade in China, but he (Mr. Jones) would rather put it, the expansion of English trade in China. (Applause.)

The Hon. T. H. Whitehead, in the course of his address, said the markets of the Chinese Empire, many of which in the interior were not yet even tapped, provided an outlet large enough for the whole world's surplus products. But six months' sojoum in England and Scotland had shown him that popular knowledge of the issues at stake in this matter was of the most elementary kind. Here was an important work for the China League to take up, and in spreading information among all classes in the country, they would do well to follow the methods of that excellent body the Navy League. It was most essential, too, that Chambers of Commerce and the responsible leaders of the people should lend their support towards creating a sound public opinion such as could not fail to influence the Government to follow a decided line of action for the protection of British interests in the Far East. The foreign trade of China had increased from £41,275,000 in 1870 to £70,000,000 in 1899, and the share of the British Empire in the latter amounted to. about 62 per cent., or £43,000,000 per annum, while the share of all other countries of the world put together was only 38 per cent. of the whole. Should there be no further partition of territory, and if the door was still kept wide. open to the world's trade on the basis of equal terms to all, British commercial interests in the Far East might be regarded as only in their infancy compared with the dimensions they might assume during the next decade. And various causes, political and economical, were at work which must before long bring about the development of the enormous resources of China according to Western methods. Japan' in forty years had emerged from seclusion to a marvellous position in the world; and physically and mentally the Chinese also were a highlycapable race. (Hear, hear,) In about thirty years the foreign trade of Japan had increased more than twelvefold, while during the same period the expansion in China's foreign trade was less than fourfold. Japan and India had a foreign trade of £1 os. 2d. and 8s. 5d. per head respectively. China had a foreign trade of 3s. 6d, per head. If increased to the same value per head as in Japan and India, China's foreign trade would have agregated in 1899 about £403,000,000, and £168,000,000, per annum respectively, instead of £70,000,000. For 1899 the revenue collected by the Maritime. Customs alone amounted to 24,013,000 on a Toreign trade of £70,000,000. China's revenue on this increased foreign trade at the present sariff would have been £23,000,000 and. £9 600,000 respectively. Moreover, China had within reach a still larger revenue from foreign trade, because under certain circumstances trade could well afford to pay a substantially larger tariff than the present. But before that

could be brought about likin and all INLAND TAXATION ON MERCHANDISE must go. These taxes, which were charged by native officials (more or less extortionate) at barriers created for the purpose on rivers, canals, &c., had hampered trade most seriously, and as a quid pro quo for their abolition the European Powers could safely concede to China a substantial increase in the present tariff on imports. But it should be distinctly provided in a new treaty that one fixed increased payment, in place of the present inland taxation, should allow merchandise to be moved from any part of China to any other part of the country or her dependencies, including Manchuria. The reverse from the revised tariff should be divided proportionately between the Central and the Provincial Governments, and the new treaty should stipulate that the increased tariff shall be collected by the Imperial Maritime Customs. This was the only honest I department of the Chinese administration, and its staff contained a nucleus of the best material He found the deceased lying across the pri-, for the ultimate formation of a civil service for soner's bed, dead. There was a nasty wound the Chinese Empire. In view of the gradual on his forehead which might have stunned him. Introduction of fiscal reform, &c., and the open-There were two stabs in the chest, one through ing up of China's inland waterways to steam the liver and one the lungs, and Dr. Thomson navigation, there was good reason to hope that would say that they were the cause of death. at no distant day the tariff on China's foreign There was snother wound in the abdomen. trade would yield an annual revenue of between When the police arrived Inspector Ford fifteen and twenty millions of pounds sterling. examined into the matter. The woman had The extreme gravity of the complex China said that thieves had entered the room, she problemdid not appear to be rightly appreciated called out to the man when they threw her either in America or Great Britain. Under down and put a blanket round her. Whilst certain circumstances it might yet prove the the blanket was round her head the thieves greatest problem, the world had had to face. murdered the man. When Hogarth got up, a The average foreigner was scarnely able to Chinaman was knocking at the door for admit- comprellend the Orientals and Orientalism. tance, but he was a neighbour who had been. The dragon which was thought to be dead was full of resource. In all matters relating to China The evidence for the prosecution was then therewas no greater authority living than Sir Reperi Hart, who had for unwards of 37 years been Impector General of the Chinese Impenal

Maritime Cusioms, His femarkable essays might not be fully understood in Europe, but Before Mr. Hazeland this morning a shop they were deserving of the most careful study.

fired by the example of Japan, start military Empire in order to regain her lost territory,

overlooked that the IMBROGLIO IN AND ABOUT PEKING last summer was in some measure brought about by foreign aggression and the alienation of Chinese territory by European Powers, There could be no doubt that the Chinese received considerable provocation, and there were and are faults on both sides. If what had been done in China in the matter of forcible annexation and confiscation of territory had been attempted in Great Britain, every man in the country would have risen in arms to prevent the entry of Powers or persons who had no legal right on their side. Inasmuch as the China problem or the "yellow peril" undoubtedly contained immeasurable possibilities and the elements of world-wide calamity, the qualities of reason, justice, sympathy, and moderation should be ever present to the minds of the foreign Powers in their dealings with China. Conditions which were not practical and practicable should not be imposed. The money indomnity should be reasonable, so as not to tax unduly the industry of the Chinese people in the unfortunate position it which they now found themselves, because it was the Chinese people who would be required to find the money. The less harshly they were dealt with there would be the greater likelihood of our receiving their co-operation in the future. As to Great Britain's part in the future, the time had come when inaster and workinen should sink their differences at home and co-operate to meet the scientific competition of other nations. The highest standard of technical training and commercial education ought to be provided in the cities, towns, and industrial villages of the country, for unless we qualify for the struggle, and use as good weapons as our rivals, British commerce may be unable to hold its splendid position in the world. (Hear hear.) Regarding political action, what trade in China stood most in need of was a settled Government, and this could be secured if Great Britain and Russia

the British authorities. They know what we have accomplished in India, Burmah, the Malay States, and in Egypt, and under judicious guidance they were quite competent to follow our example. In China we are indeed in urgent need of a special mission headed by a British Ambassador of the ability of Lord Cromer, with a specially trained staff, composed of educated men or officers who had experience of Orientals. Our Legation required to be permanently strengthened, and should have a Commercial Attache (a competent and experienced business man), whose duty it would be to visit the merchants at the treaty ports from time to time. For years British commercial interests had not been attended towith alertness, and Brilish representation at the Chinese Court had been wholly inadequate, so that our prestige had sunk very low. Compared with the enlightened action of America and Germany, the attitude of the British Government was apathy itself. Our Russian friends were the dominant factor in North China, and in the settlement of the crisis brought about BY THE COLOSSAL IGNORANCE

adopted a common policy there. A general

understanding between Russia and England

on the Far Eastern question was very desir-

was a sine qua non for the tranquillity of Asia,

and would be the best guarantee for the peace

of the world. (Applause.) Moreover, in China

there was more than room for all. Viceroys

and leading Chinese had frequently expressed

to him their disappointment that their Govern-

able, inasmuch as Anglo-Russian co-operation

of the counsellors of the Downger-Empress, yet Russia's commercial interests in China were insignificant. The recent anti-foreign movemeasure due to foreign aggression, and, conup with the China problem, it behoved European Governments to be moderate and sympapeople carnestly desired the retirement of the Downger-Empress and the establishment of a progressive government. If the European Powers guaranteed the Emperor's independence, and allowed him freedom to carry out by degrees the moderate reform policy decided upon three years ago, the best and most init gave him great pleasure to testify to the commercial integrity of the Chinese people. represented at Hongkong for the last seventeen years, had carried out business amounting to tens of millions of pounds sterling with its loss thereby. Whether this bonesty had its | head said that the Government had had origin in mere prudence, or sprang from a conwiction of right, it was difficult to determine: but, speaking generally, the word of a Chinese merchant, was as good as his bond. (Hear hear.) British interests in China and the Far' East were already stupendous. In the matter of tonnage of vessels, inwards and outwards, in the port of Hongkong, it ranked higher than Glasgow and was almost on the level of Liverpool. According to official returns for the year 1898 the figures were: London 29,913,000 Liverpool 18,837,000, Hongkong 18, 101,000; while Glasgow, next in importance in the United Kingdom, had only 17,435,000 tons. Every nerve should therefore be strained to safeguard our old markets and develop new ones, as it was chiefly on its commerce that the maintenance of the British Empire depen-. ded. All other measures suggested—the reform of inland taxation, the real opening-up to steam navigation of China's inland waterways, a working agreement between Russia and Great Britain, co-operation between America, Germany, Japan, and Britain, &c .- would count for little if we do not repair the flaws in our industrial armour at home, and keep vigilant agents of the Empire abroad who would uphold our interests unflinchingly in

THIS PREMINENTLY BUSINESS AGE. The Lord Mayor said he rose with very great hesitation before an assembly of commercial men to say anything to them on a subject of such vast importance as had been put before them. He had to express his regret that he due note of the words he deliberately and care- proximate. Considering the steady flow from had been unable to offer Mr. Whitehead the fully used with regard to the Chinese policy here to the Native States, the increase in hospitality he should have wished to have done hitherto adopted by our Government. He Singapore seems very large. as the chief magistrate of the city. He knew, referred to successive Governments, and did With reference to our paragraph yesterday. however, he would excuse him, knowing the not attach particular and special blame to the regarding the small increase in Penang Island, present sorrow in the kingdom, and that the present Administration. He maintained that we learn that there is an increase at this Census

for gradual reform. This was quite an excep- | subject with which they had to deal was the | with which Great Buttain and her colonies didtional departure in the history of China, because | necessity of a settled Government. That went | an annual trade of 43 million pounds. hitherto any such movement had invariably without saying, before the inhabitants of this been local. No doubt it had arisen, and not country would do anything further in the way unnaturally, from a feeling of reaction against of increased embarkation in trade. As one foreign aggression. If in consequence of foreign | somewhat connected with railways, he might | injustice the Chinese people became patriotic say the financial world would be ready to em- the chief cities of China who were now British and combined to protect their territory and bark a large amount of capital if they had only their common interests, Europe would again | the assurance given them of a scatled Govern- of which these people took advantage. be face to face with the "yellow peril." It was ment and safety of life. He expressed pleasure not so many centuries since the "yellow peril" that they had the presence of M. Rocher, the number of Chinese are being naturalised every overme Eastern Europe, and who could tell French tepresentative, as it was an indication that the Chinese millions might not become that that nation was ready to enter into an agreement for trade in the Empire of China. schools, and adopt modern methods of war- With regard to the question of employer and fare? Some really great leader of men might | employed in this country and the way it | thanks to their energetic and vigorous chairarise and organise the unumbered forces of the affected trade, he had continually done what he could in his association with the working the Kniser. (Hear hear.) Though it is no justification for treachery, classes to place the importance of this subject massacre, and murder, the fact should not be in such a light that their foreign trade would be maintained. It was important there should be a joint understanding between employer and employed; that it was only by mutual much to blame for neglecting trade. agreement that the trade of the country they desired it should be. With regard to technical education he was sorry to see so much in their schools, and having served | be lost, and he thought they in Liverpool At their 'University there was a reader in found there. Chinese, but up to the present it has been impossible to form a class. His lordship con- head was entertained at lunch by Mr. Alfred L. cluded by moving the following resolution :--"That this meeting thanks Mr. Whitehead for | Chas. M'Arthur, M. P., Mr. A. F. Warr, M.

order to further the adoption of the suggestions | man Mersey Docks and Harbour Board), contained therein, recommends that copies of Messrs. Alfred Holt, P. E. J. Hemelryk, A. H. the address be sent by this chamber to his Milne, T. E. Taylor, Rocher, T. H. Barker, W. Majesty's Ministers, members of Parliament, chambers of commerce of the United King- | Cox, and others. After lunch the Chairman dom, and fothers." (Applause)

Sir John Brunner, M.P., in seconding the | was received with enthusiasm. He then proresolution, endorsed Mr. Whitehead's remarks as to the immense importance of the Chinese question. He was firmly convinced that the to that important city, after many years'

TRADE EXPANSION IN THAT VAST EMPIRE could hardly be measured by the imagination. When they realised that China had a far greater population than India and that the mental and physical capabilities of the average Chinese were almost double that of the Hindoo, and when they compared the amount of trade now being done with India with what was being done in. China, they would have some idea of the tremendous prospects of trade development that lay before them out in the Far East. The question demanded more attention from the Government. He agreed with Mr. Whitehead that there was need of reform at the Foreign-office. He had seen how extremely inefficient the Foreign-office was in the promotion of the commercial interests of the United Kingdom. They had no bagsmen at the head of affairs as the German nation had. The German Emperor had been called a bagsman, thut he wished England had men to represent her who would imitate him in his eagerness and zeal for the advancement of the commercial interests of the country. (Hear, hear.)

ment received so little sympathetic advice from Mr. Alfred Holt supported the resolution. The most salient point of Mr. Whitehead's address was, in his opinion, that England did not know, enough of China. He hoped they would endeayour to remedy that. (Hear, hear.) The idea that there was anything of barbarism about these Chinese was one they ought to eliminate from their minds, and the sooner the better. He was pleased with Mr. Whitehead's testimony to the character of the Chinese, because personally he knew them to be a very honourable set of merchants, and most industrious and clever workmen in the lower orders. Great reforms were needed ere China could expand and prosper and as one means to that end he was convinced there must be simplicity of taxation, and that there must be a different and more considerate treatment for the Chinese nation in the future than in the past. The prospects of trade with the teeming millions there were unbounded; in fact, he felt that if when Warren Hastings, and the British forces captured India they had gone further east and put their foot down in China, where there was a more intelligent population. it would have been much better for the trade and welfare of this country. (Applause.)

Mr. M'Arthur M.P., thought they had obtained many excellent suggestions from Mr. Whitehead as to how this mighty problem of China could be dealt with. But it seemed to him that ment in Peking was, not unnaturally, in some the proposed reforms were for the most part prospective rather than immediate. In regard | No sidering what possibilities for evil were bound to the establishment of railways, &c., he felt that the time was not immediately opportune. because they had not at present to deal with a Nu thetic in their dealings with that country. responsible and stable Government in China. Apart from mandarins and officials, the Chinese | Owing to the lamentable calamity that had recently happened out there they would have to resettle the foundation of order in China, and when a responsible stable Government had been constituted they could begin to enter into negotiations as to what the future policy of China should be. (Hear, hear.) Mr. Whitehead's criticism of the British Government was sfluential classes of Chinese would welcome the somewhat unjust. In his (Mr. M'Arthur's) prospect. Besides their keen sense of justice, l'opinion the Government, when faced with unparalled difficulties, had done the best they could with regard to China. It might be that The British Banking institution, which he had at times they had shown less backbone than they would have liked them to show, but it must be remembered that after all England could not deal with the matter single-handed. They had Chineso constituents, without sustaining any | to go with other nations, and when Mr. White-

NO INTELLIGENT POLICY

in dealing with the Chinese question, he would remind him that they had all along consistently | hole underneath. It is supposed that she has advocated the open door in China, which he struck a sunken rock or vessel. The accident took it they all held to be the true method of is a very serious one, the hold being half full dealing with the commercial question in that of water. It will be necessary to take all cargo far eastern land. (Hear, hear.) He maintained out of the vessel, when she will be brought that the Government had done something to back to Bangkok to be docked. It was Capopen up the waterways of China, and he would | tain Bortfeldt's last [trip, he having received an also remind Mr. Whitehead that the Governe appointment under the Company at Bremen ment had done something considerable to in- The Bangkok had a deck cargo of cattle, and crease the territory of the colony for Hongkong. the Indian traders who shipped them had to It seemed to him that not only in speeches but | send and bring the animals back to Bangkok, in the press there was a little too much indis. The rice which was in the after-hold is of criminate criticism of the Government with regard to China-(laughter)-and too little salt water. The repairs will, it is said, cost realisation of the great difficulties the Govern- about \$40,000,-Straits, Times, ment had to face in that part of the world. (Hear, hear.) However, Mr. Whitehead's address had been exceedingly valuable, and would materially help in-bringing before the notice of the public the question which the Chamber of Commerce had realised for many years, viz. the vast importance of China to this country. - (Applause.) China constituted the greatest area of trade possibilities in the world, The population within Municipal Limits, and when the present political difficulty out there was overcome, he had hopes that Mr. Whitehead's address would assist them in dealing efficiently, effectively, and creditably outside, we further understand that the floating with the Chinese problem. (Applause.)

Mr. Whitehead, replying to Mr. M'Arthur's 10,000, excluding the Navy. criticisms, said it was evident he had not taken Town-hall was not doing anything of a social there had been a want of policy and a want of in Province Wellesley of nearly 7,000 over the kind. The address given to them contained action on the part of successive Governments 1801 figures.

9 p.m.—The Dalles Company at the Theatre problem notwith.

The rough totals for Malacca are 1801—Royal to Royal to Ro

Mr. G. H. Ball stated that he had the pleasure of being out in Hongkong a few years ago, and in inquiring about the position of the people, he found there were a vast number there and in subjects. There was a college at Hongkong,

Mr. Whitehead.—That is so; and a large year as British subjects because they realise there are advantages to be derived from it. The resolution was carried.

Mr. Whitehead next proposed a vote man, whom, in this respect, he compared to

Sir John Brunner seconded, and said he found no fault with the present Government, which he believed was better than the Governments of 20 years ago, but Governments were

The Chairman, in replying, said in dealing could be kept up to the standard which with China he thought all European nations should act together. It behoved them in England to watch every opportunity so that noththat the science of geography was neglected | ing in the way of commercial enterprise would on the committee of secondary schools he should advocate some system by which comfound it was with the greatest difficulty that | mercial experts would be sent to China to students could be got to take up the subject: report what openings for trade were to be

Prior to the meeting the Hon. T. H. White-Jones, and among those invited were Mr. his very valuable address on the subject of P. P. Mr. R. A. Yerburgh, M. P., Sir John J. "The Expansion of Trade with China," and in | Brunner, M. P., Mr. Robt. Gladstone (chair-. Davey, J. Demoster, E. Darlington, G. H. proposed "The health of the King," which posed "Their guest, the Hon. T. H. Whitehead," who, in responding, said to come back absence, was an extremely agreeable experience. He was in his boyhood twenty months in Liverpool, and from Mr. Jas. L. Bowes he received a very good business training. esteemed it a great honour to be asked to come there that day to say a few words about the country in which he had spent the greater part of his life, and he would take away very happy reminiscences of the scenes of his youth (Applause)

WATER RETURN.

Level and storage of water in Reservoir on the 1st March.

	1900.	1901.
Tytam	24' 2" below coverflow 13' 10" below	§ 36' 4" below
	Coverflow	Coverflow
Pokfulam :	{ - 13' 10" below	1 - / - weigh
	Coverflow	{ overflow
Wong-nai-	545'_3"_ below	}-42'-4"-below-
cheong.	Corcuiow .) overriow
	STORAGE GALL	DNS.
<u> </u>	1900.	1901.
I Tytam	210.880 000	T45 480 000

145,480,000 Pokfulam.. 36,430,000 26,300,000 Wong-nai-. cheong Total...247,220,000 172,148,000

Consumption of Water in the City of Victoria and Hill District during the month of February. Consumption 98,183,000 91,541,000 gallons Estimated population Consumption? head

gallons Consumption of Water in Kowloon Peninsula during the month of February, 1901.

Consumption... \$ 8,049,712 11,349,000 gallons Estimated 29,000 population Consumption ' head

per day The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY, Water Authority.

THE PLAGUE.

umber of cases reported (up till noon of the 19th March, 1901	Other Asiatics 1 Europeans 0 Chinese 1 Other Asiatics 0 Europeans 0	Chinese- Kwa Sun
		<u> </u>

Number of deaths reported (Chinese57 up till noon of the 19th Other Asiatics o March, 1901 (Europeans o Number of deaths reported (Chinese 1 during the past 24 hours {Europeans o

Total number of deaths recorded to date ... 58'

LOSS OF A BANGKOK STEAMER.

The s.s. Bangkok (Captain Bortfeldt), which left Bangkok on the 3rd inst. for Singapore met soon afterwards with a serious accident at the Bar, and lay there with her stern under water and her prow in the air. She had a large course rendered useless by the action of the

THE STRAITS CENSUS.

We are informed, says the Straits Times, that the rough totals for the Census shew the population of the Settlement of Singapore to be 225,371, as against 183,281 at the Census of 1891. The increase thus amounts to 42,090. amounts to 202,936 and to 22,435 outside: Municipal Limits. The increase is therefore 41,662 within Municipal Limits and only 428, population has doubled, it now amounting to

These figures are of course as yet only ap-

THE NOTORIOUS BOTTLE-SMASHER.

From American papers to hand we learn that Mrs. Nation was warned off Chicago, where she was announced as going to lecture or smash things, we are not sure which. This estimable lady, who seems to be a "converted" barmaid, in Salvation Army parlance, judging from her speeches, and an infuriated fishwife judging from her actions, has method, in her madness apparently, for a Chicago paper says "Three days advance sale (at Chicago) for her lecture brought in less than twenty dollars," From this we may infer that her smashing grusade is, like most other fanatical religious and temperance exhibitions, conducted with an eye to the financial side of the question. " Mrs. Nation is evidently "intoricated with the exuberance" of her bottlesmashing, and if the last protects her in these insane exploits, the sooner a special not is passed to enable the police to deal with such persons, the better. The Literary Digest has, we think, not mended matters by devoting its valuable space to several portraits of thiswoman, though, it must be said that what is stated to be her authentic picture is not calculated to enlist the sympathies of many people. Like most of these people, so commor nowadays, would-be assassins of notabilities, walkers round the world in so many days. temperance spouters, et hoc genus omne, this seeker after notoriety at any price is singularly -well not pretty and not young.

ALLEGED WHOLESALE MURDERS.

It is reported from up-river, says the Pahang correspondent of the Straits Times, that 36 Malays, tin and jungle produce workers, have been killed by unseen Sakai or Semang with ipoh-poisoned arrows up the Jelai. Further details are awaited. It appears that the Malays penetrated too far into the jungle and that the forest-dwellers, themselves unseen, resented the intrusion and shot the helpless and unfortunate intruders. Messrs. Fischer and Gregory, of Kelubi and Selensing, respectively, who are now in Kuala Lipis, tell me that they too, have heard of these alleged wholesale murders and add that some anxiety is felt about Mr. Beule, Mr. De Groot's assistant up the Telemong, who is said to be missing. I is, however, possible that Mr. Beule may be safe. Reliable information on this point is awaited. The Malays hereabouts say that if the murders were really committed, the authors of the crime must be Semang, not Sakai. The former belong to a class of jungle folk much below the ordinary run of Sakai in civilization, and they seldom or never see any human beings other than their own people. The Raja of Jelai, in whose district these murders are said to have been committed, has sent an expedition of his men into the far interior to find out the true state of affairs. The Police discredift-therumour of these murders, saying that it hardly possible that as many as 36 Malays could have been so wiped out as not to leave any trace of what has become of them. Some people say that the theory of murder is all nonsense, and that the sudden disappearance of these Malays is due to the fact of their having quietly levanted into Perak so as to avoid the obligation of repaying advances which they are stated to have received prior to going into the jungle for work,

NOTANDA CALENDAR.

MARCH. Meleorological means based on ten years'

	- observations to 1893.
	Barometer
•	
	TO-DAY.
	WEATHER REPORT.

On date at On date at. Barometer..... 30.23 30.12 Temperature 70 Humidity 67 Rainfall....

TO-DAY.

Thursday, 21st March, 1901. -2nd of and moon of 27th year of Rises 6hr. 5min. Sets Ohr. somin. -In Perigee ohr. a.m. water-Morning ghr. zomin. Afternoon ghr. 58min. Low water-Morning 3hr. 11min. Afternoon 3hr. 21min.

ANNIVERSARIES. 1834—The British ship Sarah, the first free trader, sailed from Whampao. 1841-Chinese attack on the British fleet at Canton repelled. 1843-Scinde annexed to the British Empire.

1848-Abdication of the King of Bavaria. 1860-Kowloon ceded to the British. 1869-H.M.S. Salamis and H.M.S. Opossum left Hankow to explore the Yangtze. 1871-Princess Louise married.

1891-Looss of the steamship Queen Elizabeth. (1897—Formal blockade of Crete commenced. 1899-The West Australian Mining and Industrial, Exhibition opened at Coolgardee.

TO-MORROW. Friday, 22nd March, 1901. Chinese-31d of 2nd moon of 27th year of Kwang-su. Sun-Rises 6hr. qinin. Seis 641. Ilmin. High water-Morning 9hr. 57min. Afternoon 10hr. 49min. Low water-Morning 3hr. 42min.

Afternoon thr. 8min. ANNIVERSARIES. 1797—Emperor William I., of Germay born. 1839-The surrender of Mr. Dent demanded by Commissioner Lin. 1841-The Canton batteries and 100 war junks destroyed by the British.

1850—The Orange Sovereignty separated from Cape Colony. 1879-Church of the Sacred Heart, Hongkong 1881-The Boers agreed to accept self-govern-

ment under the suzerainty of Great

1885-Death at Peking, of Sir Harry Parkes H.B.M.'s Minister to China. 1807-Scoul-Chemulpo Railway commenced. 1898-French obtained permission to extend concession at Shanghai. 1899-Three Germans attacked at I Choule

Shantung Province. AGEN DA.

TO MORROW. Daylight-D. & Co.'s steamer Haiching leaves for Coast Ports. Daylight-N. Y. K. steamer Bingo Maru leaves for Marseilles, London and Antwerp via Singapore etc.

Noon-N. Y. K. steamer Yawata Maru leaves for Japanese Ports. Cargo ex Chusan subject to rent.

Ld. at their offices.

Cargo ex Melfomene subject to rent.

SATURDAY 23rd. Noon-Meeting of the Shareholders of the China and Manila Steamship Company

SUNDAY, 24th. Daylight-O. S. K. steamer, Maidsuru Maru leaves for Coast Ports.

MONDAY, 25th. 🕡 Noon-M. M. Co.'s steamer Annam with mails etc. leaves for Europe. Noon-I. C. Co.'s steamer Fuensanc leaves for , Manila via Amoy.

TUESDAY, 26th.

Cargo ex China subject to rent.

Cargo ex. Trieste subject to rent.

II a.m.—Public Auction by Messrs. Hughes & Hough at H.M. Naval Yard. Noon-N. Y. K. steamer Yamagucki Maru leaves for Japanese Ports. Noon-Meeting of the Shareholders of the Hongkong Hotel Company Ld., at the Company's Hotel.

WEDNESDAY, 27th. Daylight-O.S. K. steamer Anping Maruleaves for Coast Ports.

SHIPPING AND MAK. NEWS.

MAILS DUE. French (Oceanien) 25th instant.

Canadian (Tartar), 28th instant. Canadian (Athenian) 1st prox. American (America Maru) 12th prox.

The H. A. L. steamer Asturia from New York left Manifa for this on the 19th inst, and may be expected here on or about the 22nd inst.

The N. Y. K.'s steamer Milke Maru, (Bombay Line) left Kobe via Moii for this port yesterday, the 20th inst., and is expected to arrive here on Wednesday, the 27th inst.

The Canadian Pacific Railway Co.'s R.M.S. Empress of Japan, arrived Kobe at 5a.m., yesterday, the 20th inst., and left again at noon same day for Yokohama where she is due to arrive at 1 p.m., to-day, the 21st inst.

HONGKONG AND WHAMPOA DOCK RETURNS G.M.S. Hertha..... at G.M.S. Jaguar..... U.S.S. Isla de Luzon ,, U.S.S. Rennington " U.S.S. Yorktown H.M.S. Aurora H.M.S. Whiting H.M.S. Robin Glenogle Lekin U.S.S. Concord 🚊 Cosmopolitus Milos Colonies.....

PASSED THE CANAL.

Aberdeen

Siam

Outward-ist March-Awa Maru, Benledi, Saxonia, Kobe. 5th March—Strathord, Den. bighshire, Cymbeline, Ferndene, Grosmont, Thyra. 8th March-Dagfred, Sheikh, Teresa. 12th March-Obi, Arnold, Luyken, Irene. 15th Mar:-Benalder, Gisela, Inaba Maru, Socolra, Ulysses, Hillglen. 19th March-Kanagawa Maru, Prometheus.

Homoward-12th March-Marie Valerie, Java, Polarstjernen. 15th March-Sachsen. Arrivals at Home-9th March-Hamburg. 13th Mar. - Laos, Verona. 16th Mar. - Sambia. Strathord. 20th March-Yarra, Suevia.

Shipping.

Arrivals.

Suisano, British steamer, 1,776,- E. J. Tadd, 20th Mar. -- Calcutta via Penang, and Singapore 13th Mar., General.-Jardine, Matheson & Co. Wosang, British steamer, 1,127, R. Johns,

20th Mar.,-Wuhu, 15th Mar, General,-Jardine, Matheson & Co. JACOB DIEDERICHSEN, German steamer, 623, Hansen, 21st March,-Haiphong and Hoihow 20th Mar., Rice.-Jebsen & Co.

BANCA, British steamer, 5,995, G. W. Babot, 21st Mar.,-Shanghai 17th Mar., General. -P. & O. S. N. Co. KEONG WAI, German steamer, 1,115, A. von

Riegen, 21st Mar., -Bangkok 14th Mar. Rice and Teak.—Butterfield & Swire. DECIMA, German steamer, 794, C. Christensen 215t Mar, -- Saigon 16th Mar., Rice and .Flour.—Siemssen & Co.

THALES, British steamer, 820, A. Robson, 215 Mar. -- Swatow 20th March, General. -Douglas, Lapraik & Co. Hong Wan I, British steamer, 2,060, A. Fripp. 21st Mar., -Singapore 15th Mar., General

-Jop Teck Sing. HUNAN, British steamer, 1,158, Frazier, 21st Mar., - Canton Yzoth March, General --Butterfield & Swire KWANGSE, British steamer, 21,241, Harris, 21st

Mar., Canton 20th March, General. Butterfield & Swire. TSINTAU, German steamer, 1,002, J. Sander, 21st Mar. Bangkok 14th Mar., Rice. Arnhold, Karberg & Co.

POMPRY, American steamer, 785, J. H. Serive; ner, 21st Mar.,-Manila 18th Mar., Coal. -U. S. Navy. PARSHAN, British steamer, 1,235, F. Ferffes, 21st Mar.,-Koh-si-chang 14th Mar., Rice.

-Bradley & Co. Service Clearances at the Harbour Office.

Wosang, British sir., for Canton. Pak Konge British str., for Canton. Haiching, British str., for Swatow. Elsa, German str., for Hongay. Hunan, British str., for Shanghai, Airlie, British str., for Port Darwin, Apenrade, German str., for Haiphong, Couch, British str., for Polembang." Kwangse, British str., for Shanghai, Iris, British schooner, for Freemantle. Macedonia, British str., for Swatow. Loongsang, British str., for Manila. Hue, French str., for Quong-chow-wan. Bingo Maru, Japanese str., for Singapore.

Mar. 20. Terrible, British cruiser, for Amoy. Mar. 21, Murex, British str., forthagasaki, Mar. 21, Amara, British ste, for Singapore, Cerman di for Salgon

Mar. 21. Loongrang, British str., for Manila. Mar. 21, Melpomene, Austrian str., for Shanghai. Mar. 21, Deucalion, British str., for Singapore. Mar. 21, Wosangy British str., for Canton. Mar. 21, Elsa, Gerroan str., for Hongay. Mar. 21, Dr. Hans Jerg Kier, Norwegian str., for Newchwang.

Passengore -- Arrived

Per Decima, from Saigon-90 Chinese, Per Thales, from Swatow-195 Chinese. Per Hong Wan I, from Singapore-1,168 Chinese. .

Per Keong Wai, from Bangkok-Father von Ritter, and 36 Chinese. Per Suisang, from Calcutta-Lieut, Rawlings, and Mr. Thaler, and 544 Chinese from Singapore.

Per Bagern, from Hongkong for Singapore -Messrs, C. Dreyer, D. Yoshida, W. Hochstadt, J. R. Hamilton, Kalvanishy, B. Ferraze, M. Heldebrand, and Mrs. Schack. For Penang -Mr. D. Outrem. For Colombo-Mr. and Mrs. E. M. Thomes, Messrs. W. Chew and Chas. Dowe. For Genoa-Messra. J. Lamke, L. Lambotte, H. Meyer, G. R. Fortescue, N. W. Slade, W. G. Winterburn, and Capt. Desler. For London-Mr. and Mrs. Gray, Miss Grav. Master Gray, Miss Potts, Messrs. A. Castle and C. N. Ladds. For Bremen-Mr. H. Hoebel. For Hamburg-Capt. C. Wallis. From Amoy for London-Rev. W. Melward.

Per Köing Albert, for Shanghai-Mrs. H. F. Hutcheson and amah, Mrs. Brodersen, Mrs. Elmore, Messrs. A. and E. Rodewald, H. Kamerling, A. Ishu, Kahler, C. Heermann, Mr. and Mrs. Geo. Williams and child, Messrs. Geo. McBain and servant, Mr. J. F. D. Hutchison, Colonel and Madame O'Gorman, and Mr. and Mrs. C. Scholefield. For Nagasaki-Messrs. Kniep and Walther. For Kobe-Mr. J. Maneckjee, and Mr. and Mrs. Jaquemot. For Yokohama-Messrs. W. Walsh and A. Riveigall.

Per Loongsang, for Manila-Messrs, Walter S. Wheeler, H. Ziegler, Joze Lozada and servant, Francisco Rivero, Mrs. C. Alphonso Samson and child, Messrs: John Biggar, James G. Doak, E. Alexander, S. B. Elkins, Major J. B. Aleshire, Mr. and Mrs. A. R. Colguboun, Messrs. Geo. H. Holden, H. M. Volenkin, Ch. P. Daly, Dr. H. J. Knapp, and Mr. R. S. Mc-Eachern.

SHIPPING REPORTS.

Captain A. von Riegen, of the steamship Keongwai, from Bangkok, reports :- Moderate monsoon.

Captain C. Christensen, of the steamship Decima, from Saigon, reports:-Fair weather and light sea.

Capt. R. Johns, of the steamship Wosang. from Wuhu, reports :- Moderate E. and N winds, and fine clear weather.

Capt. J. H. Serivener, of the steamship Pompey, from Manila, reports :- Fair weather, fresh N.E. breeze and choppy sea. Capt. A. Robson, of the steamship Thales, from Swatow, reports:-Fine and clear with mode-

rate N.E. monsoon. Vessels in Swatow:-Wenchow, Tientsin, Kweilin, Hoihow, and Wonsung. Capt. E. J. Tadd, of the steamship Suisang, from Calcutta, Penang and Singapore, reports: -Moderate wind and sea with fine clear weather to within 300 miles of port, thence similar wind and sea, cloudy and overcast. On

the 18th, at 4 a.m., passed a full rigged ship,

steering S.S.W., in Lat. 14° 00' N. and Long.

STEAMERS EXPECTED.

',				
	Names.		From,	Dite.
; ;	Asturia		Manila	To-morrow
	Yamaguchi Mar Oceanien Canton	1	Singapore Singapore	Mar. 25th
•	Tartar	••••	Japan	Mar. 25th
,	Athenian America Maru	•;••	Vancouver San Francisco	April 1st

We would direct the attention of shipping firms to the style in which " Steamers Expected and "Projected Sailings" are now published in these coltimns, and in so doing respects fully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already suppoliced gratis with the latest available information every day.

PROJECTED SAILINGS. Destination. Date. AjaxLondonMaistable America Maru ... San Francisco, &c. April 23rd Anning Maru Foochow Mar. 27th Bayern Straits, &c. July 25th Bingo Maru Marseilles, &c Mar and Canton Shanghai, &c. Mar. 27th China San Francisco, See May 25th City of Peking ... San Francisco, &c. April 30th Clavering Victoria, B.C. ... April 12th Coptic San Francisco, & April 13th Doric San Francisco, &c. June 1st Emp. China Vancouver, &c.... April 3rd Emp. India Emp. Japan Esmeralda Manila Gaelie San Francisco, &c. May 7th Glenogle Victoria, B.C. April 1st Gymeric New York Qk. desp. Haiching Swatow, &cc...... Mar. 22nd Hamburg Straits, &c. June 13th Hoihow Taiwanfoo, &c Mar. 231d Hongkong Mary San Francisco, &c May 16th IdomeneusLondon......April 16th Kaifong Cebu & Iloilo Mar. 27th Kiautschou Straits, &c. July 11th König Albert ... Straits, &c. April 17th Maidzuru Maru... Tamsui Mar. 24th Marburg Havre, &c. Mar. 27th Maragone Mombay, &c. Mar. 26th Melpomene Singapore, &c. April 3rd Nippon Maru ... San Francisco, &c. Mar. 28th Olympia Victoria, B.C. April 26th Plassy Marseilles, &c Mar. 30th Preussen Straits, &c. May 29th Prinz Helnrich... Straits, &c. May 13th Prinzess Irene ... Straits, &c. May 1st Queen Adelaide... Victoria, B.C. Mar. 29th. Rosetta Maru :.. Sydney, &c Maf. 29th Sachsen Straits, &c. June 27th Sobraon Marseilles, &c..... April 27th Stentor London April 2nd

Strathgyle San Diego, &c ... Mar. 30th

Stuttgart Straits, &c. April 3rd

Suisang Singapore, &c Mar. 26th

Sungkiang Amoy & Manila ... Mar. 25th

Talynan 1..... Port Darwin, &c. April oth

Tantalus A. Liverpool

Vavota Mariyan apar

Mar. agra

... May 325th

Yamaguchi Maru Moji &c.

Mails.

YUSEN KAISHA. NIPPON

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	To-morrow, 22nd Mar., at Daylight.
YAWATA MARUA. E. Moses	{NAGASAKI, KOBE and YOKO-}	To-morrow, 22nd Mar., at Noon.
YAMAGUCIII MARU T. Murai	MOJI, KOBE and YOKOHAMA	Tuesday, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, year MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISDANE	FRIDAY, 29th Mar., at

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager,

Hongkong, 21st March, 1901.

HAMBURG-AMERIKA NORDDEUTSCHER OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

-	SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES	•
MARBURG	HAVRE and HAMBURG,	About 27th	Freight.
SAVOIA*	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG,	(About 4th	Freight and
Behrens	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG,	λ April. About 8th	Passage.
Tacobs	(LONDON with transhipment in HAMBURG)	{ April }	Freight.
·	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	{ About 15th } { April,	Freight and Passage
* These Steamer	s have Superior Accommodation for Passen	gers and carry	a Doctor and

For further Particulats as to Freight, &c., apply to CARLOWITZ & Co., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

KAISHA. KISEN

TO SAN FRANCISCO, VIA INLAND SEA

a Stewardess.

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via) Shanghai, Nagasaki, Thursday, 28th Mar., Kobe, Inland Sea, at Noon. Yokohama & Hono-

AMERICA MARU (via 4 Shanghai, Nagasaki, Tuesday, 23rd April, Kobe, Inland Sea, Yökohama & Hono-HONGKONG MARU (via Shanghai, Naga-Thursday, 16th May,

at Noon. Sea, Yokohama and Honolulu)

THE Twin Screw Steamship

"NIDPON MARU," will be despitched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOMAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route. * Through Passage Tickets granted to England

France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacivic, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between LAND CITIES in the United States have. San Francisco and Chicago, the option of the between SAN EBANCISCO and CHICAGO. SOUTHERN PACIFIC, CENTRAL PACIFIC, the option of the SOUTHERN PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE, CENTRAL PACIFIC, UNION PACIFIC, and other direct connecting Railways and from DENVER and RIO GRANDE, and other Chicago to destination the choice of direct direct connecting Railways, and from Chicago

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

reight will be received on board until P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company,

MAIL

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULÚ.

PROPOSED SAILINGS, FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, I Tuesday, 30th April, Kobe, Inland Sea, at Noon. Yokohama & Hono-

China (via Shanghai, Nagasaki, Kobe, In- (Saturday, 25th May, land Sea, Yokohama at Noon, and Honolulu)

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the 'IN-LAND SEA OF JAPAN, and call at Honoluly, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIOGRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER- λ to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionanes, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the | SATURDAY, the 30th March.

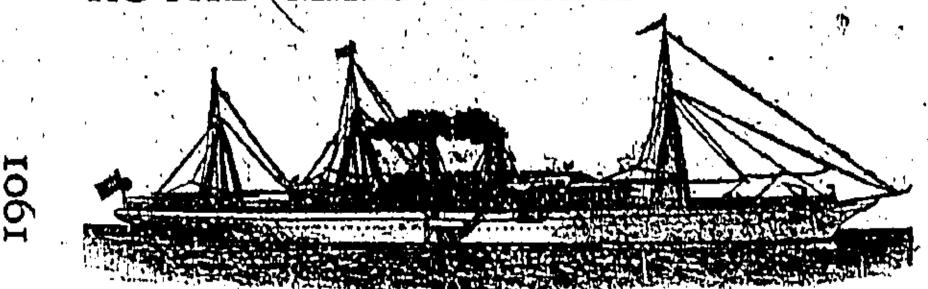
Company's and connecting Steamers. " Freight will be received on board until 4 P.M. in the United States. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destimed to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Compa Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 3rd April. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 24th April. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA

AND EUROPE; THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 13th April, land Sea, Yokohama at Noon. and Honolulu).

Gaelie (via Shanghai, land Sea, Yokohama at_Noon. and Honolulu).

Doric (via Shanghai,) land Sea, Yokohama at Noon. and Honolulu).

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon. Steamers of this line pass through the IN

LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their lourney at any point en route. Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlanticlines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and

to Government officials and their families. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowand does not apply to through fures for China and Japan

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo, destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or

Passage, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN,

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND

SAN TRANSISCO, VIA SHANGHAI, INLAND SEA OF IAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and Honolulu, The United States, &c.

Strathgyle | 5,023 | Saturday | Mar. 30 THE Steamship ...

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA, MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about Through Bills of Lading issued to any point

Cargo will be received on board until & P.M. in full. Value of same is required.

sent to the Company's Office; addressed to the Standard Oil Co. Collector of Customs, San Diego. For further Information as to Freight or

NORTHERN' PACIFIC STEAMSHIP COMPANY. PROPOSED SAILINGS FROM HONGKONG.

D. E. BROWN, General Agent,

Pedder's Street.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO. Captains. Steamers. Queen Adelaide. 2,832 F. McNair... Mar. 29 Glenogle 3,750. W. Frakes... April Clavering 3,328 J. R. Rae ... April 12 Olympia 2,837 J. Truebridge April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line Nagasaki, Kobe; In- (Tuesday, 7th May, to the PACIFIC COAST and to the INTERIOR and Eastern Cities of the United States and to EUROPE.

HONGKONG TO LONDON £52, Nagasaki, Kobe, In- (Saturday, "1st June, Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.... The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is | Captain S. Atsumi, will be despatched for the attached to trans-continental trains day and above Port, on WEDNESDAY, the 27th instant, night; TACOMA to NEW YORK in 41 days, at Daylight. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

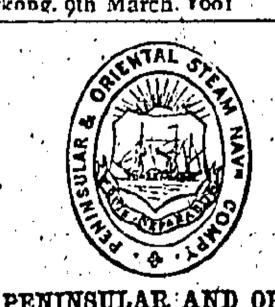
HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD

FIELDS. Frequent Sailings from VICTORIA, TACONA to DYEA and ST. MICHAEL. Rates of Passage to other Points on applica-

Special rates allowed to members of Govern-For further Information as to Passage of Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 9th March, 1001



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, ADEN. EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS). THE Steamship

"PLASSY," Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATUR-DAY, the 30th instant, at Noon, taking, Passengers and Cargo for the above Ports. All cargos, for France, and London, will be conveyed direct without transhipment. Cargo for Bombay will be transhipped at THE Steamship

Colombo into the S.S. " MAZAGON." Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to . H. A. RITCHIE, Superintendent. Mongkoop, 18th March, 1991

NOTICE. NIOT RESPONSIBLE FOR DEBTS.

the day previous to sailing. Parcel packages | Neither the CAPTAIN, the AGENTS, nor the will be received at the Office until the same Owners will be RESPONSIBLE for any time. All parcels should be marked to address | DEBT contracted by the Officers or the Crews of the following Vessel during her stay in. Consular Invoices, to accompany cargo des- Hongkong Harbour:tined to Points beyond San Diego, should be ADOLPH Onrig, American ship, Amesbury.-

MOZAMBIQUE, British ship, Robt, Clerane Standard Oil Co. SEA WITCH, American ship, Howes. - Master BUTTERFIELD & SWIRE, HATTIE C. SMITH, American schooner Riley spoly to

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED. TO SAIL TAIWANFOO....."HOIHOW"
AMOY and MANILA...."SUNGKIANG" CEBU and ILOILO "KAIFONG" "TAIYUAN" MANIEA
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS-.....|9th April. "TAIYUAN " 9th April

For Freight or Passage, apply to

BANE, SYDNEY and MELBOURNE...

BUTTERFIELD & SWIRE,

Hongkong, 21st March, 1901.

AGENTS.

STEAMSHIP COMPANY. OCEAN OUTWARDS. FROM "PYRRHUS"29th instant.
"ANTENOR"15t April. GLASGOW and LIVERPOOL 'ULYSSES " it th April. HOWEWARDS. STEAMERS. FOR "STENTOR"..... ... 2nd April. "IDOMENEUS" 16th April. "AGAMEMNON".....23rd April.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, 0. 8, 8. Co.

"AJAX" 30th April.
"TANTALUB" 15th April.

Hongkong, 19th March, 1901. DOUGLAS STEAMSHIP COMPANY,

LIVERPOOL (DIRECT).....

(Taking Cargo at London RATES).

LIMITED. FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAICHING, Captain Hall, will be despatched for the Captain K. Sobajima, will be despatched for the above Ports, TO-MORROW, the 22nd instant, above Port, on SUNDAY, the 24th instant, at at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 21st March, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"YUENSANG." Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon This Steamer has Superior Accommodation for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 20th March, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND THE Company's Steamship "ANPING MARU,"

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, [321c of 75 years. Hongkong, 13th March, 1901.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "ESMERALDA," Captain G. T. Blaxland, will be despatched as above on WEDNESDAY, the 27th instant, at

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric

SHEWAN, TOMES & Co., General Managers. Hongkong, 20th March, 1901.

For Freight or Passage, apply to

A Doctor is carried.

NIPPON. YUSEN KAISHA. FOR MANILA. THE Company's Screw Steamship

"ROSETTA MARU," (3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 20th instant, at 4 P.M. This Mail Steamer is provided with Superior Accommodation-and with all modern fittings; and improvements for the safety and comfort of Passengers: Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other

For Freight or Passage, apply to . A. S. MIHARA, Manager.

Hongkong, 19th March, 1901. FOR NEW YORK VIA PORTS, AND SUEZ CANAL.

With Liberty to call at MANILA. "GYMERIC." will be despatched for the above Port about the end of March, 1901, and will be followed by the

S.S. "RICHMOND CASTLE," "PATHAN," "FERNDENE" & "LOWTHER CASTLE." For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th Match, 1001.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co.'s Accelerated

Line to TRIESTE).

THE Company's Steamship "MELPOMENE," Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M. For Information as to Passage and Freight,

THE OSAKA SHOSEN KAISHA LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship "MAIDZURU MARU,"

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA Agents. Hongkong, 18th March, 1901.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 25th day of March, 1901, at 3 P.M., are published for general information.

By Command. /J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office ::

Hongkong; 9th March, 1901. Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 25th day of March, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND, at MacDonnell Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term

PARTICULARS OF THE LOT. Boundary : Measurements. LOCALITY. fe fe fe fe MacDonnell 70 90 140 740 11,551 65 1,600

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by

TUESDAY, the 26th March, at II A.M., at H.M. NAVAL YARD. SUNDRY NAVAL AND VICTUALLING. OBSELETE AND CONDEMNED STORES. Comprising:-OLD IRON (including IRON TANKS and

PUBLIC AUCTION,

STEEL WIRE ROPE) PAPER STUFF, CANVAS RAGS. TERMS :- As Usual. · HUGHES & HOUGH,

Government Auctioneers. Hongkong, 20th March, 1901.

To be Net. TO LET. " XX700DLANDS WEST," No. 9, SEY-

Apply to C/o This Office. Hongkong, 13th March, 1961.

HOUSE in RIPON TERRACE.

HOUSES in LEIGHTON HILL ROAD. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

Hongkong, 13th March, 1901. TO LET. Possession April 1st.

STEWART TERRACE. Apply to

J. W. NOBLE. Hongkong, 6th March, 1901. DICHMOND TERRACE, No. 19 and 3,

Possession on 1st APRIL: No. 6, Immediate Possession

Lopes, Da. C. J.

Leopold, Herrn.

Mannington, A.

Mandigs, A. L.

Mohamed Akbar

Mohamed Khan

Mulla Singh

Montero, F. M.

Massey-Lee, J. H.

Morris, Capt. R., R.A

Mohamed Khan, I.P.C.

Monamed Deen, I.P.C.

Murad Khan, I.P.C. 529

Nawab Khan, I.P.C. 637

Ola to Ómuh, (Manila)

chai, Hongkong,

5, Praya East, Wan-

McKay, Charles

Mondha Singh

Mohamed Shah

Mahindur Singh

Mayson, William

Nab, J. Mc.

Natal Khan

Nogueira, M.

Onslow, M.

Perica, F.

Pierra, D.

Prizis, E.

Rongier, J

Rosenthal, J.

Ritter, Baron

Sayick, M.

(Singapore).

Sultan Mahomed

Stanford; Mrs. M.

Stevenson, Fanny

Sassoon, David

Shean, Gee. C.

Said Mohamed

Thornhill, Capt,

Umetami, N.

Ultam Singh

Wazir Khan

Winter, F. W.

Wortmann, H.

Yonsen, Mrs.

Yersin, E.

War Singh

Saifuluh - (1 parcel.)

Veaseoy, Mrs. L. (1)

Wickins, H. W. (2)

Smith Harry

Telvier

Sturdy, E. V. (London)

Stern, B. (2)

Smulas, H.

Sassoon, S.

Sato, T.

Saloon, A. J.

Pederson, .C.

Rom, A. M. R. C.

Rosouro, Mine L.

Ritter, Freicherr von

Piry, H.

Olbes, F. (2)

Noble, Lt. W.

Naden, Thomas

Maclaren, J. W. B. (2)

AMERICAN STEEL

THE BIGGEST "COMBINE" ON RECORD.

The following New York-telegrams of the, 7th and 8th ult., are of interest as bearing upon the formation of the great steel trust with a capital of \$220,000,000 (gold) announced by Router:---

Peace is now likely to be re-established in the great industry of America, the annuncement being made to-day, of the sale of the controlling interest in the Carnegie stock to Mr. J. Pierpont, Morgan and his associates. The intention of Mr. Morgan and the interests allied in treating with Mr. Carnegie for the purchase of the control of the Carnegie Company was to assure an enduring peace in the steel trade. This has now been accomplished.

. The terms on which the transfer has been effected have not been made public. The stock is not listed on any Exchange, but the shares are quoted in the open market as high as \$1,500. Assuming that Mr. Carnegie has disposed of his holding at par only, he will receive \$85,000,000 while retaining a 54 per cent. interest in the \$16,000,000 bond issue of the Carnegie Company.

The firm has hitherto occupied a position of isolation, its general policy of entire independence involving the constant possibility of an outbreak of hostilities in some quarter or another, with the probability of disastrous results. to the weaker companies.

. It is now apparent that Mr. Pierpont Morgan. and his associates are engaged in forming a gigantic steel trust, with Mr. Carnegie's holdings as its basis, and are seriously considering the idea of a single giant corporation under the presidency of Mr. Charles M. Schwab. The question of finance is the only obstacle, and apparently no fear of popular hostility to such a combination is influencing the projectors.

Already the prominent banking firms have been tentatively sounded as to their willingness to share in undertaking the necessary amount of capital required, which is rumoured to be \$200,000,000, although nothing definite can be ascertained. The prevailing opinion is that Mr. Carnegie will be paid in notes by the purchasing company.

With regard to the impending Steel Trust Judge E. H. Gary, President of the Federal Steel Company, this afternoon issued a state ment asserting that the enterprise will result in great benefit to the investor, the consumer, and the working man. Little cash is required, and the present financial conditions will not be disturbed. The object aimed at in the consolidation is to secure harmony. Steel stocks continue to advance on heavy buying. The Chicago and Illinois Steel Company have obtained the contract from the Australian Government for 17,000 tons of steel rails to be shipped to Melbourne within ten months. British firms also competed for the order.

Mr. Gary, in a statement given out, because the newspapers insistently requested it, says "Messrs. Morgan and Company are undoubtedly considering plans for the acquisition of the properties of some of the largest iron and steel companies in the country. Presumably, they will not make or authorise any official statement until the plans have been perfected It is probable it will be such ownership or control as to secure perfect and permanent harmony in the larger lines of this industry. It is not intended, however, to obtain control of any line of business or to create any monopoly or trust, or in any way antagonise any principle or policy -of law. The method to be adopted in acquir- Al ings the properties will not permit of any minority interests interfering if so disposed, which is not probable, as a pecuniary interest would influence them, otherwise they would be fully protected in any event. The success of the enterprise will result in great benefit to the Be investor in securities, consumers, and em- 1 Ba ployes. Little if any new cash will be required, Ba therefore the present financial condition will not be disturbed. This statement is made solely on my own responsibility."—Reuter.

THE REVIVAL OF THE EARRING. BO

Since Cleopatra's time and her magnificent pearl earring, which played such a prominent part in her life, this particular piece of feminine jewelry has come in and gone out regularly with the tide of popularity.

Jewellers have been predicting for the last two years the revival of this fashion, and there has been a marked tendency in its direction, and now it is generally admitted that earnings are likely to be worn.

Old earnings may be brought forth from their | Ca volvet resting places of many years and undergo | Co inspection, but if they are converted into strictly modern ones they must pay a visit to the jeweller and be reset.

Two settings are permissible—the screwand the French-the French being a combination of the screw and the old-fashioned "drop," but without the swing, as that is strictly prohibited. Another thing prohibited is the single diamond, once elegantly styled a solitaire." Pearls

and turquoises, alone or set round with diamonds, are all you have to select from if you confine yourself to the earrings of fashion. Of course pearls, lustrous and of fairly good size, are favorites. These are rare and expensive enough to be much desired by smart women.

The French setting admits of a little variety. A small diamond forms the head of the screw, and depending from this is a large pearl, held perfectly firm by a fine wire loop which passes under the lobe of the ear and fastens at the back on the point of the screw .- The Morning Liader.

A PATHETIC INTERVIEW.

shall now he betraying no confidence Earlschiffe, H. (writes a contributor to the Free Lance) in say- Eastwood. J. E. ing that Lord Roberts was terribly affected by | Empson, T. his first interview with Her Majesty when he Eckert, W. returned from the war. Not only was the sged Flores, J. Queen's solicitude for her "dear soldiers" Francis W. H. almost intolerably affecting, but above every. I fridwell, J. F. thing the Field Marshal was shocked by the Fergusson, R. physical and mental changes which had taken Goelz, F. place in his Sovereign since he last sawher. Greig, Miss So deeply was Lord Roberts moved, a member of his staff tells me, that it was with the greatest difficulty that he was able to go through the rest of the day's functions. " I would not go through such an ordeal again," he said to a friend, "for anything that the world has to offer." But the veteran sold er was destined to meet Her Majesty again under still more harassing circumstances. Haunted in her last days by the shadow of her Army's sufferings, the Queen for the second time sent for Lord Roberts. The interview was again absolutely private, and it was the last time the Queen saw one of her subjects under such conditions. The story of that interview will probably never be told; and, indeed, in this day of mourning it were almost sacrilege to attempt to lift the well. But it is known that the team streamed down the Queen's cheeks as she poured out to Lord Roberts her grief for the hardships and privations of her brave fighting men; and Lord Roberts himself broke down and mingled his tears with those of his Sovereign. Surely in the world's history there can linye been few Jantales, K. more pathetic scones

LORD ROBERTS" TITLE.

The King has directed Letters Patent to be Abonne, P. A. passed under the Great Seal granting the Adam, Miss dignities of Viscount and Earl of the United Aziz Khan, Lapiz Kingdom to Lord Roberts by the names, styles, Abdul Khan and titles of Viscount St. Pierre and Earl Allah Deen, L.P.C. 775 Roberts of Kandahar, in Afghanistan, and Abbas Khan Pretoria in the Transvani Colony, and of the Afzul Khan City of Waterford; with remainder to the heirs | Arrauz, J. J. male of his body lawfully begotten; and in Ahmed Deen, I.P.C. default of male issue with remainder to his elder daughter, the Hon. Aileen Mary Roberts, spinster, with like remainder to his younger Bhagwan Singh daughter, the Hon. Ada E. S. Roberts.

PRINCE HENRY OF THE NETHERLANDS

Prince Henry-tof the Netherlands-seems Bootay Khan, I.P.C. to be a person of much character. If the Dutch dislike him, the fact troubles him little. He Cotewall, H. R. has Prussian ideas of discipline and drill. He | Crews, J. was only at The Hague a few days when he | Chandi Singh dismissed a number of the Queen's servants, | Carum Baksh, (Um-Truth says the old coachinan, who has driven the young Queen since she was a baby, was Caine Road No. 29 near being sent away too. It was a very near | Cartwright, J. thing whether he would be allowed to drive his | Chandar Pal Singh beloved young Queen to the church. The Davis, L. T. reason appears to be that Prince Henry is a bit Darnelli, Miss F. of a John himself. Before he was three days Delhi, N. M. Khan in The Hague he drove out with her on a Fur Siakar Sang mail coach, she and he on the box seat.

The Dutch are not used to mail-coaches, and | Falek, W. everyone thought it madness to expose the Flores, J. S. life of their Queen, the last hope of the House Fox, F. of Orange of the Dutch stock, by driving her | Fatmalee (Rombay) out on a top-heavy coach with untried horses | Felicle, Blaz in a strange city. As it was, the Prince got in. Goh Rikisaburs to a blind alley, and the coach had to be dragg. | Geoghegan, N. M. ed out by the wheels. Hence the Dutch have Ghulain Rascol christened him the "Coachman." Another Galthke, Fr. nickname is "Jäger," which means the "hunter" | Goldenberg, mrs. Eva. (and also a page boy in a hotel), because Gahor Khan of a legend - probably invented by Dutch Gewanal Sing, EP.C. jealousy—that he shot at Loo one of the tame deer that used to eat out of the hands of the Hans, Mrs. A. J. C. Queen and Queen Mother,

MAKING RUBBER FROM PAPER,

The enormous demand that the world's industries now make on the supply of rubber steadily and continually increases. In addition to increasing the available supply, the advantages that would attach to a less costly substance render it very desirable to find a suitable substance embodying the principal qualities of India-rubber. In a recent number of Wiecks Gewebe Zeitung, it is stated that a Swedish firm have succeeded in producing a material which can be utilised as a substitute for rubber. The new material is said to be produced by covering sheets of the finest Japanese rice paper with a thin layer of a fine varnish. They are then placed on top of one another, and, through the adhesiveness of the varnish, the sheets of paper are converted into a homogeneous mass. After undergoing pressure, the outside is covered with a layer of fapanese cork. The finished product is flexible elastic, very light and completely air and water-

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NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"CHUSAN," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo :-From London, &c., ex S.S. Australia. From Persian Gulf, ex S.S. Khandalla, Pemba

and Java. Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. A. M. MARSHALL,

Acting Superintendent. Hongkeng, 15th March, 1001. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. NOTICE TO CONSIGNEES. FROM TRIESTE, BOMBAY AND

SINGAPORE. THE Steamship

"MELPOMENE," having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Optional Cargo will be discharged here unless

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be CHS. J. GAUPP & CO. sent in to the office of the Undersigned before Noon, on the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 34th instant, will be subject to rent. Bills of Lading will be countersigned by . SANDER, WIELER & Co.,

Agents. Hongkong, 18th March, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Cargo:-

From Venice, ex S.S. Polluce transhipped at Trieste. From Levante, ex S.S. Apollo transhipped at

Port Said. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents. Hongkong, 20th March, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. HE Steamship

"CHINA." having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 26th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Hongkong, 20th March, 1001. TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 27th

instant, will be subject to rent. No Fire Insurance has been effected. GEORGE ECKLEY.

Acig. Agent. Hongkong, 20th March, 1001.

Intimations.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the Banque DE L'INDQ-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the Branch OFFICE of the said BANQUE in SAIGON, the Numbers of which sail Notes are as follows:-Series V 49, 1 to 1,000 of \$1 (One Dollar)

Series Z 49, t to 1,000 pt \$1 (One Dollar)

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same. By Order of the Chief Manager in Saigon,

For the Banque DE L'INDO-CHINE I., BERINDOAQUE, Acting Manager. Hongkong, 26th February, 1901.

NOT RESPONSIBLE FOR DEBTS.

[EITHER the CAPTAIN, the AGENTS not N the OWNERS of the S.S. COLONIES will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew during her stay in this port.

Hongkong, 18th March, 1901.

NEW GOODS. PLENTY

D. NOMA, Beaconsfield Arcade, Opposite the City Harl. Hongkong, 30th April, 1900.

THRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER

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Nos. 54 & 56, Oucen's Rffad Central. [32 JUST ARRIVED. ENUINE CHERRY WATER, ACHTES . Schwarzwalder Kirschwasser.

> \$2.50 per Bottle. H. RUTTONJEE,

5. D'Aguilar Street and 21 & 22, Elgin Road, Kowloon. Hongkong, 21st January, 1901.

TITSUI BUSSAN KAISHA. No. 5. Ice House Street, Praya Central.

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Onoda Cement Company. MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1800.

NOTICE OF REMOVAL.

BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET. H. RUTTONJEE,

5, D'Aguilar Street. Hongkong, 27th April, 1900. CHEUNG.

PHOTOGRAPHER. TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1808.

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A MERICAN SYSTEM, WONG HOMI; SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, QUBEN'S ROAD CENTRAL. Hongkong, and January, 1901:



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Untimations.

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F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

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ELECTRIC SUPPLIES OF EVERY DES. CRIPTION IN STOCK, INCLUDING:

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Trained Mechanicians sent to Out-Ports to fit up Installations if required.:

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	Co., Ld	nal S. N. (Pref.) nal S. N.	£ 10	£12 buyers	Goddard, Capt. Grant, Mr. John Haas, Mr. P.
	Co., Ld			£12 buyers	Hamersly, Mr. I Handelman, Mr.
'Sı	Co., Id.— ar Feny (-(O'ary) Co Ld. {	\$ 10	£7 buyers \$21 buyers	Hermann, Mr. E Howard, Mr. Th
40.		insport & Co., Ld	į	\$7 buyers £3.4.0 sales	Howkins, Mr. & J. D. Jackson, Mrs. J.
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Je	debu Min	ing and	. [\$5 sales	Buttanshaw, Mas Collard, Col.
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	Mines, Lo	reehold I. A rechold	\$ 5	\$2\frac{1}{2} sellers	Drion, Mr. F. Dykes, Capt. and
	Mines, Lo	l. B m & Calé-	\$ 5	\$1\frac{1}{2} sellers	R.A. Ezekiel, Mr. J. S
- .	donian Ging Co., L	old Min-		10 cents	Forbes, Mr. And Graham, Mr. D. Graham, Mrs. W
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	& Mongag	ient Lours re Co., Ld. Land, In-		59} scilers	Binder, Mr. Gust Canton, Staff-Sus Canton, Man
	vestment of Co., Ld	& Agency	\$100	≱i 96 sales	Canton, Mrs. Crouch, Mr. J. W
. ;	owloon L Building	and and Co., I.d		\$28 sáles	KOY
	Co., Id	Building of Co., Ld.	\$ 50	\$49 sellers \$124 sellers \$76 ex div.	Chan Tae Kim, Frake, Capt.
0	riente Hot lumphrey's	el Co., Ld. Estate &		\$76 ex div. [buyers	Geisler, Mr. H. Leary, Lieut. C. Lundholm, Capt
	Finance C	o., I.d) Cotto	u Mills.	\$12} sales and	Goodger, Mr. an P. B.
, M	Spinning,	g Cotton Weaving Co., Ld	•	\$12.80 sales	
E	wo Colton & W. Co.,	Spinning Ld	Tls. 100	Tis. 47h buyers	
I	iterm ations M'fg. Co.,	d Cotton	Tls 100		On London, To Bar
	ton Spir	mow Cot- nning & Co., Ld		Tis. 65	,, Cre
S	oy Chee Co ning Co	tton Spin- Ld	Tls. 500	· · · · · · · · · · · · · · · · · · ·	On BERLIN, (de On Paris, Ban
	ning Co.,	tton Spin- Ld Cigar C	Tis. 100	Tls. 50	ON NEW YORK Ci
A	ihambra, I a Comerci	imited	3500	200 % premium Bo % premium	ON BOMBAY, To
H	lensiana L	imited	\$100 \$500	par sēllers 40 % premium	ON SHANGHAI,
G		Muce d Cement		[sales & buyers [sellers \$20 sales and	ON YOKOHAMA, Sovereigns, Ban Gold Leaf 100 to
	hina-Born	en Co., Ld. in & Co.,	8 15	\$33 buyers	Bar Silver Dollars
V	Vatkinı, Li	mited	' \$ IO	\$16 buyers \$12 sellers	
	Co., Limi	Electric ted Electric	: \$ 10	512‡ seliers	OPTU
	Co., Limit	ted and China	I \$ 5 1	\$7 sales	New Patna
	Gas Co., Longkong	Ld Rope Ma-	£ 10	\$130 buyers	New Benares New Malwa Old Malwa
'	eo. Fenwi	ig Co., Ld. ck & Co.,	\$ 25	\$157} sales \$55 sellers	Persian good qu
I	I'kong ico I'kong H	Co., Ld. igh - Level	S 25	\$160 sales	VE
I	airy Fun	Co., Ld.	5 6	\$8 buyers	
٠	Bakery C	and China o., Ld Moore and	\$ 50	850 sales	AJAX, British s Mar.,—Sing
***	Co, Ld.	stos East-	\$ 10		APENRADE, Ger
	ern Agen In I ted A	cy, Ld sbestos Ag'cy, Ld	£_1	\$15 buyers \$85 sales	18th Mar.— Isbaen & Bencleuch,—1
(armichiol Cobrau Pla	& Co., Ld. nting, Co.,	\$ 20	87	Thomson, i
	Ld Iniversal	Trading	\$ 5	\$3 sellers	BINGO MARU, Davies, zot General—1
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	China Ligh	it & Power			General S CLARA, German Mar.,—Hai

Telegraph Addition of Richard

Telephone No. 140.

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Goodger, Mr. and Mrs.	Walker, Mr. Geo. C.
P. B.	Wittmuss, Capt.
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Traces	matter the district

AJAX, British steamer #477, A. E. Batt, 19th Mar., Singapore 13th Mar., General,-Butterfield & Swire APENRADE, German steimer, oil Lorenzen, 18th Mar. Shanghai 14th Mar. General. __Jebsen & Co.___ BENCLEUCH, British, str., 2,692, A. W. S. Thomson, 19th Mar.—London 24th Mar., General.—Gibb, Livingston & Co. BINGO MARU, Japanese steamer, 3,870, F. Davies, 20th Mar.,—Kobe 19th March, General-Nippon Yusen Kaisha. CHINA Austrian steamer, 9,855, Agostur Leva, 19th Mar. - Kobe and Moll 11th March, General Sander, Wieler & Co. CLARA, German steamer, 675, A. Hanson, 19th

Mar.,—Haiphong and Hollow rath Mar., General.—Jebsen & Co.

Rico, - L. A. T. Cd.

Glory, ant class battleship, 12050 tons, 16 guns, 137500 i.h.p., Captain I, S. Ingleffeld, Woodbak Golloth, 1st-class battleah p.13950 tons, 16guns, Jantchicki, Russian torpedo boat, 87 tons, 4 ELITA Hashack, German steamer, 1,240, 13,500 Lh.>. Capt. L. Whit; Hongkong. guns; 970 h.p., 19 knots.
Bruhne 18th Mar. Bangkok 9th March, Mandy, twin screw, torped boat destroyer, Managem, Russian torpedo boat 55 tons Aguna,

EMPRESS OF CHINA, British teamer, 3,003, R. Archibald, R.N.R., 19th Mar., -Vancouver, (B.C.) 25th Feb., and Shinghal 17th Mar., & G. C. Handy. Mails and General.—C.P. R. Co. Hermione, 2nd-class cruiser, 4,360 tons, 10

FAUSANO, British steamer, 1,41, T.A. Mitchell, 14th Mar., -- Moji 9th March, Coals, --Jardine, Matheson & Co. FREIBURG, German steamens, 965, F. Proesch, 14th Mar, -- Moji 9th March, General, --Isis, 2nd-class cruiser, 5,650 tons, 11 guns

GLENOGLE, British steamer, 3,399, W. Frakes, 25th Feb., -Shanghai and Feb., General. -Dodwell & Co., Ld. HAICHING, British steamer, 1,267, T. P. Hall,

20th Mar.,-Swatow 10th Mar., General. -Douglas, Lapraik & 0. HANOI, French steamer, 768, Pannier, 20th Mar.,-Holhow 18th Mar., General,-A. R. Marty.

HUE, French steamer, 701, G. Godinan, 20th Mar,-Haiphong and Holhow 19th Mar., General.-A. R. Marty.

INDEPENDENT, German steamer, 871, A. Haltz, 7th Mar,-Saigon 28th Feb., Rice and Flour. - Sander, Wieler & Co. KATSUVAMA MARU, Japanese steamer, 826, K.

Hayashi, 19th Mar.,-Chefoo 13th March, General.-Mitsui Bussan Kaisha. KUTSANG, British steamer, 1461, Bradley, 18th Mar. - Java 9th Mar, Sugar, - Jardine, Matheson & Co.

LOONGMOON, German stemer, 1,245, T. Knoop, 17th, Mar., Shughai 13th Mar., General.—E. A. Trading Co. MAIDZURU MARU, Jap. str., 667, K. Sabozima, 20th Mar.,—Amoy and Swatow 19th Mar., General.—Mitsui Bussan Kaisha.

MILOS, German steamer, 1,694, Niemann, 12th Mar.,—Portland, Or. 29th Jan., General.— Stevens & Co.

NIPPON MARU, Japanese spamer, 3,437, W. W. Greene, 20th Man-San Francisco 19th Feb., and Shanghai 18th Mar., Mails and General.—P. & O. S. N. Co. NUENTUNG, German str., 332, C. Gosewish, 8th Mar.,-Swatow 7th March, Ballast.-

Merchers & Co. On SANG, British steamer, 1,787, J. Young, 17th Mar., -Moji 13th March, Coal. Jardine, Matheson & Co.

PROSPER, Norwegian steamer, Thorensen, 20th Mar.,-Shanghai 16th Mar., Ballast. —Order.: RAJUBRA, German steamer, 1,189, A. Agibom/

20th Mari-Manila 16th Mar., General.-Butterfield & Swire. SERBIA, German steamer, 2,377, F. Sachs, 20th Mar, -Singapore 13th Mar., General.

-Siemssen & Co. TRIESTE, Austrian steamer, 3,203, A. Mitis, Mar., General.-Sander, Wieler & Go. VICTORIA, Swedish steamer 2,000, J. A. Hillberg, 15th: Mar., - Hoile toth Mar., Sugar.

Kwong Fat & Co. YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 19th Mar ... Australian Ports and and Manila 17th Max., General,-Nippon. Yusen Kaisha.

Sailing Vestols,

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,-New York and June, and Chefoo 12th Dec., Oil.—Standard Oil Co. DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,-New York 29th June, Kerosine Oil. —Standard Oil Co. FULWOOD, British ship, 1,986, Thomas, 1st

Dec., - Cardiff via Cape Town a6th Sept., Coal-Government. HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb. Yap 14th Feb., Ballast .--Master.

20th Mar.,—Manila, A5th Mar., Ballast.— A. R. Marty. IRIS, British schooner, 206, Wright, 4th Mar, -from Carnarbon, Sandal Wood.—Siems-

sen & Co. MADAGASCAR, British 4-metted barque, 1,997, A. H. Smith, 4th Mar, from New York, Oil .-- Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Billast.—Siemssen MOZAMBIQUE, British ship, 2,305, Robert

Clerane, 14th Feb.,-New York 20th Sept., Kerosine.—Standard Oil Co. NIVELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,-New York 5th Sept., Kerosine Oil.-Standard Oil Co. PAUL RIVER, American ship, 1,641, A. Wilson,

20th Feb.,-New York 26th, June, Oil-Standard Oil Co. SEA WITCH, American ship 4172, Howes, 21st Feb. - Manile 18th Feb. Ballast - Master.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,-Now York, 2nd Sept., Case Oil.-Order.

HIS BRITANNIC MAJESTY'S THIPS ON THE CHINA STATION. Hongkong, Merch 2181, 1901,

Alacrity, despatch-vessel, 1/00 tons do guns, 3,000 i.h.p., Comdr. G. G. F. MaCradock, Hongkong. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,

Comdr. E. D. Hunt, Singapore..... Arethusa, and class cruiser, 1400 tonk, 10 gans, 5,000 i.h.p., Gapt. J. Stanin, Hongkong. Argonaut, 1st-class cruiser, 11,000 tons 10,500 i.h.p., 16 guns, Capt. G. H. Cherry, R. N., Shanghai.

7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai. Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hong-

Barfleur, 1st-class battleship 13,000 tons, 14 guns, 13,163 i.b.p., Capian G. J. S. Warreader. Wusung, Blenkelie, ist class criuser, 9,000 tons, 12 guns,

-Hongkong. Bonaventure, 2nd class cruler, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Bramble, ist-class gunbout, 710 tons, 1,300

Tickke, Villoh Brisk, 3rd-class cruiser, 1,70 tons, 6 guns, 5.600 i.b.p., Commander Sir Bourchier

Wrey, Bart., Hongkong. Britomari, ist-class gunbed, 710 tons, 1,300 Foochow. Caniurion, ist-class battleship, 10,500 tons, 14

guns, 9,000 h.p., Capt. J.R. Jellicoc, C.B., Hongkong. Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingam, Shanghai. Dido, and-class cruiser, 5,00 tons, 11 guns,

9,600 i.h.p., Capt. Tillan, Shanghai. Endymion, 1st-class Cruiser, 7350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Hongkorg. Esk, coast defence gunbout 33 tons, 3 guns,

200 i.h.p., Lieut-Comd, F. Blunt, Chin-Fame, twin screw, torpedo-heat destroyer, 360 tons, 6 guns, 5,400 i.h.p. in reserve. Firebrand, 3rd class gunboul 455 tones a guns, 360 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com.

guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Canton.

9,500 i.h.p., Capt. Charles Windham, Wei-Janus, torpedo-boat destroyer, in reserve: Linnet, gun-vessel, 756 tons, 2 heavy guns,

6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow. Lisard, ist-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson,

Hongkong. Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe,

C.B., C.M.G., A.D.C., Hongkong. Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-

Otter, torpedo-boat destroyer, Lieut, and Com-C. P. Mansel, Shanghai.

Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Camdr. J. F. E. Green, S'pore. Pique, twin screw, and class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Riover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai. Redpole, Ist-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett,

Shanghai. Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, Hongkong. Resario, sloop, 980 tons, 6 guns, 1,400 i.b.p., Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut, and Commander Oldham, Yangtsze.

Swift, and class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore

Powell, C.B., Hongkong., Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Tweed, coast defence gunboat, 363 tons, 3

guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying ship, 620 tons, Lieut .-Comdr. Lyne, Hongkong. 19th Mar.,-Trieste and Singapore 13th Whiting, twin screw, torpedo-boat destroyer,

601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, river-gunboat, 2 guns, 560 i.h.p.,

Lieut.-Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangteze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao. Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8, guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan,

ILOCOS, American schooner, 85, Thomas Pou, Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn; Swatow. Ziberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5.000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin. Aleoul, Russian gunboat, 810 tons, 8 guns, 1,200

h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons 13 guns, 1,250 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbrennikff at Taku.

Gremiasichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. Koreyets, Russian cruiser, 1,200 tons, 9 guns,

2,130 h.p., Capt. Silmann, at Taku. Astraa, British 2nd-class colser, 4,300-tons, Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff. at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10

guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayondnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Otvarry, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. 21,411 i.h.p., Capt. Henderson, C.M.O., Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki. Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at

Nagasaki. Rosbaynik, Russian cruiser, 1,330 tons, 1,786 i.h.p., 6 guns, Lieut. and Comdr. F. M. | h.p., 11 guns, Capt. Komaroff, at Singapore, Kuria, I Kussian flagship, 10,940 tons, armoured twin scrow cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Lh.p., 6 guns, Lieut.-Comdr. E. A. Baird, Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p. Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Sweaborg, 1st class, Russian torpedo boat, 69

tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Wostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Veadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.) Forel, Russian torpedo boat, 23 tons, if gun, 220 h.p., 16 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 Nashville, U.S. cruiser, Comdr. R. P. Rogers guns, 2,900 h.p., 22 knots. : Padorosnik, Russian torpedo boat, 23 tons, [gun, 220 h.p., 16 knots.

Strik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots Skorpion, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4

guns, 1,800 h.p., 22 knots. RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recunoff.

THE GERMAN SQUADRON,

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hong-

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. - Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** Hansa, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Tsingtau. Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong. Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai. Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki. Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Hongkong.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** Kurfürst Friedrich Wilhelm, German battleship. 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung. Luchs, German gunboat, 850 tons, 10 guns,

Comdr. Daehnhardt, at Hongkong. Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. Secadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, to guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 ton's, 40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku,

K. F. Wilhelm, German battleship, at Naga-No. 90. German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai. No. or, German torpedo-boat, 360 tons, Capt.

Lieut. Püllen, at Hongkong. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. * Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geissler. * * * Flagship. Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON: Alonette, gunboat, 200 tons, Lieut.-Comdr.

Belloy, at Nagasaki. Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bachine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki. Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St.

Luc, at Foochow. Comete, gunboat, 600 tons, Capt. Louel, at Decidee, gunboat, 690 tons, Capt. Maresubette,

* DEntrecasteaux, 1st class cruiser, 8,100 tons, 36, guns, 13,500 i.h.p., Capt. de Marolles, at Taku. Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amov.

Eure, Dispatch-transport, Capt. Vallée, at Friant, gunboat, 693 tons, Capt. Adam, at Guichen, 1st-class cruiser, 9,000 tons, Capt.

Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku. Kersaint, 3rd class cruiser, 1,300 tons, 13*

guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost. at Taku. Pascal, and class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p., Capt. M. Motet, at Surprise, gunboat, 700 tons, 10 guns, 850 i.h.p., Capt. Mornet, at Taku.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Canton. * Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON. Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns,

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,

3,436 h.p., Comdr. C. H. Arnold, at Hong-

Lieut. Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Reart, on Thursday, the 28th inst., at 11 A.M. Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt.

C. McLean, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Lets, U.S. distilling ship, 6,100 tons, 1,300 h.p.

Ensign D. W. Knox, at Manila. Isla de Luzon, U.S. gunbout, 1,330, Comdr. J. V. B. Bleecker, at Hongkong. Kentucky, U.S. battleship, 11,500 tons, Capti Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut-Comdr. A. P. Nazro, at Manila. Marietta, U.S. gunboat, 1,000 tone, 1,500 l.h.p., 12 guns, Comdr. E. H. Gheon, at Canton. Mondagock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p.k.Comdr. O. W. Farenbolt, at Shanghai.

tons, 4 gons, 5,244 h.p., Conids, G. W. Pigman, & Canton. Wanshan, U.S. collier, Ensign F. E. Ridgely,

at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, at Hongkong. New York, U.S. cruiser, 4,083 tons, Capt. B.

McCullam, at Manila, Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p.; Capt. F. W. Dickens, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Yorktown, U.S. gunboat, 1,710 tons, 6 guns,

3,392 h.p., Comdr. C. S. Sperry, at Hongkong. 🐇 Vosemite, U.S. converted cruiser, 6,179 tons, ro guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten,

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku., Elba, Italian cruiser, 2,720 tons, Capt. Occconi, Fiermosca, Italian cruiser, Capt. Carlo Negri,

Shanghai. + Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong. Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS. AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,-Hongkong, Canton, and Macao Steamboat

Ho-nam, British'steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-

Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain

Tairon, British steamer, 728, J. Lawrence,-Tai On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S. Kong Nam, British steamer, T. Austin, R.N.R., -Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,-Hongkong, Canton and Macao Steamboat Co. Kiangtung, Chinese stenner, 563, Holmes,-

China Merchant Steam Navigation Co. Canton and West River.

Lungklang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,-Ah Sun Chow, Chinese steamer,-Ah Yon.

Hongkong and West River. Saikong, British steamer, 259, D. Bowie, Kwong Wang Stramship Co. Cheung Kong, Y. Kus, 58,-Kwong Wan S.S.

Kwai Lum, British steamer,-Kai Hing & Co. Lil. American lorcha. Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., -J. M. & Co. and B. & S.

Lorohas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Mffice.

A Mail will close:-

For Canton-Per Honam, to-morrow, the 22nd instant, at 7.30 A.M. For Quong-chow-wan, Hoihow, Pakhoi and Haiphong-Per Hue, to-morrow, the 22nd inst.

For Singapore, Samarang and Sourabaya-Per Fausang, to-morrow, the 22nd instant, at. II A.M. For Nagasaki, Kobe and Yokohama-Per Yawata Maru, to-morrow, the 22nd instant, at

II A.M. For Straits and Calcutta—Per China, tomorrow, the 22nd instant, at I P.M. For Macao-Per Heungshan, to morrow, the

22nd instant, at 1.15 P.M.

For Yokohama and Hiogo-Per Servia, tomorrow, the 22nd inst., at 3 P.M. For Canton-Per Fatshan, to-morrow, the 22nd instant, at 5 P.M. For Shanghai -- Per Loongmoon, on Saturday,

the 23rd instant, at 3 P.M. For Chinkiang and Wuhu-Per Pelyang, on Saturday, the 23rd instant, at 3 P.M. For Swatow, Amoy and Tamsui-Per Maide suru Maru, on Saturday, the 23rd instant, at

For Amoy and Manile-Per Yuenteng, on Monday, the 25th Instant, at. 10 A.M. For Europe, &c.; India, vis. Tuticorin-Per Annam, on Monday, the 25th inst., at \$1 4.M. For Manila-Per Esmeralda, on Wednesday.

h.p., Comdr. H. G. D. Coiby, at Hong. Shanghai, Nagasaki, Kobe, Yokohama, Tonolulu and San Francisco-Per Nippen For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoms-Per Queen Adelaide, on Friday.

the 20th instant, at 11 A.M. For Europe, &c., India, via Tuticorin-Per Plassy, on Saturday, the 30th inst, at 11 A.M. For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per Glenogle, on Monday, the 1st April, at 11 A.M.

Victoria, B.C. and Vancouver-Por Empress of China, on Wednesday, the grd April, at 10.45 A.M. For Europe, &c., India, via Tuticorin-Per Stuttgart, on Wednesday, the 3rd April, at

For Shanghai, Nagasaki, Kobe, Yokohama,

for Manila, Thursday, Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne -Por Talyuan, on Tuesday, the 9th April, at guns, S.P.M.

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